

Manufacturers Record

Exponent of America

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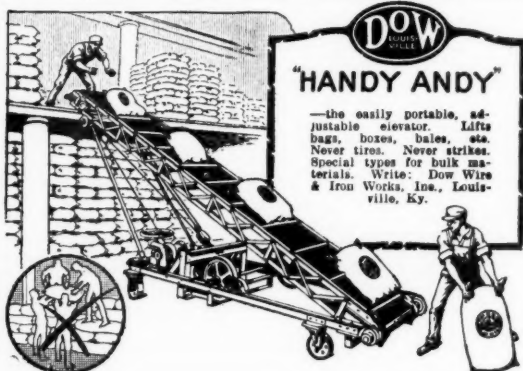
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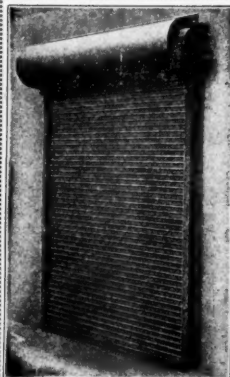
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IN VIEW OF SUPREME COURT'S DECISION ON PROHIBITION.

Praise God, from whom all blessings flow;
Praise Him, all creatures here below;
Praise Him above, ye heavenly host,
Praise Father, Son and Holy Ghost!

HAS THE PREDICTION BEEN FULFILLED?

IN May, 1919, in an address before the American Cotton Manufacturers' Association at Atlantic City, the writer said:

"As rapidly as the Government releases control of prices on all products there will probably be an advance in tendencies toward higher prices than those prevailing prior to the armistice."

GERMANY SELLING DYES TO ITS OWN PEOPLE AT ONE-SIXTH ITS PRICE TO THE ALLIES.

THE Reparations Commission has discovered that the German dye monopoly has been selling dye products to its own nationals at one-sixth the price it was charging the Commission. The latter, of course, has simply marked the credits down to the legitimate German price.

If it is possible for Germans to sell at home dyes at one-sixth of what seemed to the Reparations Commission at first a fair price, what tariff wall could possibly protect the American industry against German dumping? The life of the American dye industry hangs on the enactment of legislation giving it complete protection.

OUR PART IN WORLD AFFAIRS.

REPORTS reach us from Europe that various coercive measures intended to force the United States to become a member of the League of Nations are being considered. According to the information we can get, to illustrate, there are provisions in the Turkish Treaty according preferential use of harbors, such as Constantinople, to members of the League of Nations only, and similarly guarantees for the carrying on of business in the Hedjaz are confined to League members.

America can never be made to do under duress what she has refused to do voluntarily. Those who imagine that this nation can be coerced by the old tricks of diplomacy which have made Europe a quagmire for civilization need wise counsel and guidance. They are wholly on the wrong track.

We are among those who feel that the World War ushered in a new era. It was not fought simply to determine boundary lines and to forecast the colors on new maps. It was fought to determine whether or not civilization, as it had developed under freedom, should continue or the world to revert to the serfdom which acknowledged the divine right of kings and put the millions under a yoke for the convenience of the few who drove them. It was, indeed, a battle to determine if Christianity should endure. Neither the first of the Huns nor the Saracens had more surely made the extinction of the Christian order their purpose than had those mailed-fist fanatics and criminals who challenged decency in August, 1914.

We have been concerned from the beginning in how best to enable Europe to win her way back to peace and prosperity. Between indiscriminate charity and helpfulness there is a great gulf. We cannot save Europe by charity, but we can aid her to save herself by sensible helpfulness. Our duty in the premises has always been clear. We who pledged our lives and fortunes to save the world intended to save it. We did not intend to quit.

It long ago became a question of method. We have never heard that to save his patient it was requisite that the physician inoculate himself also with typhoid. A nurse in good health is better for the sick than one in bad health. When Mr. Wilson entered into an agreement in Paris to saturate American veins with the European virus, recasting American institutions, principles and practices to make them accord with European custom, he did not lay the groundwork for the new order of which he boasted, but he assured conditions which, if sanctioned by the Senate, were sure to sink us in the European morass beyond hope of recovery.

We believe that there should be some international court of arbitration, some instrumentality which would have at least a moral influence in preventing or delaying war. We hope that Mr. Elihu Root, while in Europe, will be able to save this principle and organize some agency in accordance with it. The world does not want to come out of the war with nothing but a status quo—and its dead. Neither does America want

to come out of the war having helped to save the world, but lost its own soul.

To say that this nation has done little to help Europe since the armistice is to ignore the facts. In addition to supplying billions directly from the public treasury, and permitting postponement of interest due on the debts, there have been poured also from private sources into Europe nobody knows how many billions of dollars. We have heard the moderate estimate of four billions made. We have fed their hungry, aided their sick and done, say, twenty or a hundred times as much for the relief of Europe as we ever did for the relief of the more sorely stricken South in the dark sixties. There lies against us no charge of neglect. We are condemned by the critical only because we have failed to make the supreme political sacrifice—the surrender of our institutions. They are what we fought to save; we will not give them up.

The Lodge reservations have never adequately protected this nation. They were a concession to the awful mess in which the President had involved the country. You cannot make a godless Covenant and make it good by reservations. In any compromise with the devil there is still some devil left. You may shoe the cloven foot, but it remains cloven.

The American people are going to have the opportunity in November to give their verdict on the whole undertaking. They, unfortunately, did not vote for war in 1916, but they can vote on how to end the war—better late than never. Their verdict, we think, will be such that a new Administration can initiate negotiations with the other Governments of the earth looking toward the establishment of a permanent court of arbitration and some mechanical instrumentalities likely to make declarations of war more deliberate and difficult than they have been. The mission of Mr. Root in Europe, therefore, is of the greatest importance, for he is given the opportunity to save from the collapse of peace-making the foundations of a permanent institution which may be able to be of great and real service to humanity in the days to come without attempting to put all nations in a single mold and so chain them together that they cannot avoid fighting.

A DISASTROUS COTTON CROP OUTLOOK.

THE Government's report, indicating the lowest average condition of the growing cotton crop in the last 50 years which is practically confirmed by the estimates of other authorities, will justly startle the cotton world. At a time when European spinners and others have been insisting that anything short of a 15,000,000-bale crop in the United States would be a world disaster, we have an indication of a crop of less than 11,000,000 bales. Even this estimate may have to be further reduced because of the activity of the boll-weevil and of the unfavorable conditions which prevail in growing this crop.

The world which will suffer because of high priced cotton will not even have the privilege of criticizing the South for not putting in a large acreage. The acreage is larger than the South was able to plant and cultivate. On this point the South has gone the limit with its small labor supply, and while the wheat growers of the West have reduced their acreage by about 15,000,000 acres, or 25 per cent, as compared with last year, the South has planted practically the same cotton acreage as last year.

We shall not undertake to make any predictions as to what the price for the cotton now on hand and that to be raised should be, based on the profit which the cotton spinners of the world have been making by buying the raw material far below its intrinsic value measured by profits, but we do believe that the present price of cotton is far below its intrinsic value measured by the cost of production alone and also by the world's needs.

THE SOUTH MUST HELP TO SAVE THE NATION FROM A FOOD FAMINE.

WITH a wheat yield of 250,000,000 to 300,000,000 bushels less than last year's crop, based on the low conditions of the growing wheat, and a decrease of about 15,000,000 acres in the area seeded, and with reports from all parts of the country of lessened acreage in other food crops and a decrease here and there in livestock, we will have a disastrous food shortage this winter unless the South can help to save the situation as it did last year.

It is not too late for some parts of the South to largely increase the acreage sown in corn and to increase production of other foodstuffs, including meats, but there are many adverse reports coming from the South indicating that there will be a very serious shortage in the South's grain production this year as compared with last year. Foodstuffs will be abnormally high. It will be in vain for the cotton growers to raise cotton even at high prices if the entire profit on cotton is to go into the West for the purchase of foodstuffs. Moreover, the East and the West need all the help the South can give to add to the country's supply. Food and more food, home gardens and the turning of every available acre into the production of food, the raising of poultry and every other effort which can be made to increase the output of food before the coming winter are among the supreme duties of the South as well as of the entire country.

LUMBER PRICES DECLINE AND MARKET UNSETTLED BY FREIGHT CONGESTION AND REDUCTION OF BANK CREDITS.

DURING the past two or three weeks lumber prices in Baltimore and vicinity have dropped from 6 to 10 per cent on all grades, and similar conditions are reported as prevailing over much of the South. At one or two points the decline is said to amount to as much as \$25 per thousand feet on some grades. The lumber market has been unsettled for about a month. Primarily, the tightness of the money market, coupled with the congested freight situation in the North and East, which is causing lumber to be diverted, is responsible for the forcing of lumber prices down at this season of the year. Much of the lumber supply is bought in transit, and it is this lumber which is being offered at lower prices.

Home-building operations which have been under way are said to be slowing up, because banks are withholding further loans, and therefore the builders have stopped buying lumber to a great extent, resulting in lumber operators who have large lumber shipments in transit throwing these on the market at reduced prices. The dealers, in order to escape paying demurrage charges and in many cases to pay off loans on this lumber which have been running unduly long because of the slowness of freight movements, have preferred to dispose of this stock in transit at little or no profit rather than to sell at a loss later on.

One large lumber concern points out that some lumber of the best grades has been selling too high, and that the present reduction of about 10 per cent is still higher than it should bring, but that the other grades of lumber would continue to hold their prices. It is thought no material decline is in sight, because lumber production has not kept pace with the general requirements of the country, and mills are running to full working capacity on orders placed for three or four months ahead.

The Nation's Disgrace in the Rank Politics of the Hour

THERE has been generated in this country a political cowardice so nauseating to the great mass of intelligent Americans that the survival of either of the great parties much longer is almost questionable.

No Congress was ever presented with more magnificent opportunities than that which adjourned last Saturday. They were more than opportunities, for they were duties, and no good citizen, charged with the responsibility of law-making, could have evaded them without some compromise with his conscience and a base surrender to the meanest sort of expediency.

For that vile playing of politics which has disgraced the country during the past eighteen months both parties are responsible. But it can be said justly of the Administration that at least it stood for something. It was willing to get behind a program and win or lose on it. It played politics, but it was not afraid to set up targets. The Congress, on the other hand, aside from the final decision of the Senate to stand for American independence—a decision reached, however, only after months of debate, during which period many of the statesmen had their ears to the ground instead of their brains on the Covenant—has been a headless, conscienceless, cowardly and dawdling assembly, fitted for nothing but to play for votes, and apparently animated at no time by even one sincere and honest impulse to be of benefit to the people of this nation. Its long record of evasion will stand, we trust, for many years to come as an unapproachable example of organized evasion, deliberately conceived and tenaciously adhered to.

Six months ago this country was so disgusted with the Democratic Administration that it was universally admitted that almost any candidate on an opposition ticket could poll an overwhelming majority of the national vote. The calm way in which the President had left the country to itself, his suave conclusion that reconstruction could take care of itself and his immersion in the details of internationalism had aroused the antagonism of the whole country, North, South, East and West. The star that had flamed and dimmed the world with its glory in post-armistice days flickered, and there was left but the memory of its brilliance. All men looked to the Republican Congress to save the day. It came into session bellowing for a chance to do something. It represented historically a political concept of aggressiveness and thoroughness, of boldness and an eagerness to do, and quite properly it was expected to take the bit in its teeth, thrust expediency into a back seat and set straightway to its work of restoring confidence and stability, establishing reconstruction policies and marking the road for the country to follow.

Instead, it developed almost immediately a penchant for do-nothingism. It was bent on investigations—and goodness knows there were plenty of things to investigate—but it was bent still more on doing nothing whatever that by any stretch of the imagination could alienate votes.

If there is one thing to which the Republican party is dedicated and always has been dedicated, it is the upbuilding of domestic industry. Yet, in a crisis so obvious that even a Democratic President had gone out of his way to pitch into the discard his own economic theories and abandon them entirely in order to assure the life of essential industries which the war had shown it was superlative asinine not to have in this country, the Republican majority piffled away its time, and it adjourned without having enacted a single protective measure for industry of any sort or kind whatever. There are hearings—pages of them—showing conclusively the

need for certain emergency legislation of this sort—a need so patent that in some cases there was not even a party division when the House had a chance to vote, and yet not a single one of them was able to run the gauntlet of Senatorial knifing.

The record of Congress on emergency tariff measures alone would be sufficient to damn it forever and make its record a living byword and a hissing.

Almost as disgraceful, though not potentially so ruinous to the future well-being of the nation, was the absolute refusal of Congress to initiate or permit a revision of the revenue law. The process of making taxation intricate is an old trick. There are demagogues who can mouth on nothing so well as on taxation. It is their everlasting cud. But we venture to say that in all the Senate and in all the House there was not one single person even claiming to have an intelligent knowledge of the principles of taxation who did not know in his heart that the excess-profits tax was a chief cause of profiteering, and that so long as it remained on the statute books there would continue the pitiless robbing of the public, which in some cases has been a criminal proceeding of the first magnitude. These men not only knew this, but they knew also that the war-taxation system was penalizing building throughout the nation, actually depriving many persons of homes, mulcting others mercilessly in rents and breeding dissatisfaction generally among the poor. They knew, too, for the Treasury experts showed them, that they could revise the law in such a way as to bring in all of the requisite revenue, while at the same time avoiding the absurd exactions of the existing system.

They did nothing about it. We may as well be honest with ourselves and deal in truth, however tactless such a method may appear to Congressmen to be. The reason the Republican leaders did not revise the revenue law was not because they were incompetent, not because they lacked time, not because they were unaware of the gravity of the situation, but solely and simply because they had been advised to "let the country sweat under Democratic taxation," and more votes could be got by doing nothing than could be got by doing something. Unfortunately in politics the sins of commission are visited with punishment by the voters, but it is an old principle that anybody "can get by" with sins of omission. On that theory the Republican leaders acted, and, though it was the laziest, most unintelligible and decentralized leadership the party had ever known, it was followed.

It is true that the Congress enacted the Transportation Act, sidestepping the anti-strike provision, and at the last moment managed to get the Shipping bill through. Both were essential measures, and were crammed down the throat of Congress. Even such a lackadaisical body as it was would not have dared to let the railroads go back to private ownership without legislation of some sort, and those who happen to know can explain that the marine situation was even worse than that of the railroads.

Such an exhibit of harlotry as was shown in consideration of the bonus bill has seldom been witnessed in any Congress. This nation can never repay, or even approach in repayment, the men who went to France and pledged their blood there as an offering for the principles this nation sanctions and applauds. There is a great difference of opinion as to whether any attempt to repay in terms of money should be made. This newspaper has taken the position that from the vast increment of wealth which came to this nation during the war, and the permanence of which these men in arms guaranteed, there could be spared ungrudgingly a small part wherewith to

equalize in some degree the financial disabilities under which these soldiers had labored while those at home waxed fat. But it never occurred to us that an assembly of statesmen, with even a halfway decent regard for the proprieties, would see in a sacred duty nothing more than an opportunity to debauch the electorate and stigmatize the veteran soldiers as mere longers for pay, who, having offered their very lives in defense of the nation, would betray it by their votes in return for a paltry gift from the general treasury. Statesmen may yet learn that it is not a safe thing to insult men of such character as those who fought in France. What they deserve they must be accorded in a decent way, or they will not take it at all.

Quite graciously the Republican leaders applaud their own records of economy, and far be it from us to criticize any attempt to curtail that extravagance which has made government in this country an example of thriftlessness such as was never seen before. But in cutting appropriations the Congress had in many instances shut its eyes and simply whacked away. In the face, for instance, of a most lamentable agricultural situation, it has seen fit to hamstring the Department of Agriculture, a department which at the best has always been neglected and never has been given the funds wherewith to function as it ought to have functioned. It is possible to save a few millions from the general fiasco and at the same time tax the public twenty or thirty times the amount indirectly. Even a cent added to the cost of a bushel of wheat or a dollar to the bale of cotton mounts rapidly into the millions, and if the Department of Agriculture is not to stop the ravages of the boll-weevil or the corn-borer, what organization is?

Not less brazen than its sins of omission have been the Congress's sins of commission. Its repeal of the war-time laws, to illustrate, which ought to have been accomplished months ago, when finally brought to a vote was a monstrous illustration of thoughtless disregard of the national interest. It repealed, for instance, the Espionage Act, although retaining in force the Trading with the Enemy Act, apparently assuming that it thus retained in the national administrative authority control of foreign trade. But the fact is that the Trading with the Enemy Act controls imports only, and the control of exports is exercised through Titles 6 and 7 of the Espionage Act. Had not the President, therefore, by a pocket veto killed the repealing resolution, export trade with Bolshevik Russia would have become at once perfectly legal, and the Government would have been without authority to prevent it. So brazenly are the vital interests of the country handled by Congress.

Almost equally distressing was the last-minute attitude of the President, who pocket-vetoes vital measures, among them the Water Power bill. It is true that many measures did not reach the President until Saturday afternoon, when he had to render an instant judgment, assuming that he had not found time to acquaint himself with the measures before their formal presentation to him. But the Water Power bill, as a matter of fact, had been passed and sent to him several days before. He had had almost the usual ten days for consideration. He had referred the bill to the departments most affected by it for consideration and report, but doubtless it had laid neglected on the desk of some clerk or subordinate. But the Water Power bill, as is well known, has been before Congress for a decade. No man in public life had any excuse whatever for being ignorant of its provisions. Every phase of it had been discussed and rediscussed and there was not a clause in it which the departments had not had ample opportunity to study. They had, in fact, been consulted freely about it. The veto of the measure, therefore, for the reasons given, was a capricious and arbitrary proceeding. It will have the effect of withholding improvements already contemplated

amounting in the aggregate to millions; will delay relief of the strain on the coal and oil supplies of the nation, and will hold up, for nobody knows how long, an economic development which was certain to be a contributing factor in reducing the high cost of production. The veto is, we say deliberately, equivalent in its disastrous effects to a couple of earthquakes and many tornadoes.

Incompetent Legislatures were not of so great importance a few years ago. Taxes were paltry in amount, and most men preferred to have Congress dilly-dally and do nothing. But the nation has before it now more vital and exigent questions in a year than it formerly had in a generation. The solution of them requires not only great and sincere statesmanship but it demands also diligent statesmanship. It was bad enough, in such circumstances, for the Chief Executive simply to ignore domestic conditions; it is worse for a whole Congress, conscious of its failures and derelictions, also to ignore the great issues and calmly sneak home. Perhaps it was typical of the membership that men placed the importance of patching their political fences at home above the great and superlative necessity of accomplishing in Washington the things they had been sent there to do.

If both of the great national parties are intent on being slackers; if they have deliberately decided to waste their time in sidestepping and gumshoeing, then, as certainly as there are tide and time, both will go down into oblivion. Business, long enduring and tolerant, has stood much, but there is an end to all things. The machinery of progress has become too intricate to permit of tinkering. Good Government is no longer a question of desirability, but of necessity. The nation cannot go along without it.

The first of the great conventions is being held in Chicago this week and, so far, it has been a squabble among a lot of Senators whose chief recent claim to fame has been their desertion of their posts of duty at the Capital. The place-hunters have been continuing in Chicago the howling which they began months ago in Washington. Giving them all due credit for the achievement of withholding approbation of the vicious and Godless Covenant, which ought, nevertheless, to have been doomed long before it was, the measure of their ambitions is still so far short of real statesmanship that, were their inches of progress magnified into miles of accomplishment, their horizons would still be so short as to be well within the radius of a megaphone. What Chicago ought to do is throw the whole crowd of them overboard and put leadership into new and courageous hands. The American people hate a quitter. They detest pussy-footing. But their plaudits are loud and their support is long for a brave man, who knows what the nation ought to have, who is not afraid to state his purpose, who wants no votes by misunderstanding and who fights always under a banner with that strange political device, "Excelsior."

We say to the business of this country—and America is a business country, and almost every man in it a business man—that if neither Chicago nor San Francisco has anything to offer but museums of historic relics, if both alike are dedicated to but one purpose, and that is the winning of the election by compromise or any yielding that promises to bring votes, then they ought to kick both parties into the gutter and wage battle for the new and greater American under the Stars and Stripes, which has never harbored cravens, with the Constitution as their charter. To such a standard men and women would flock in myriads. They are hungry for a party that will do things, and they are weary unto death of the demagogue.

We do not want a new party; we want one of the old parties to be something and to stand for something. But there is no power on the face of the earth that can prevent the birth and triumph of a new party if both of the old ones continue to run true to their recent records.

THE DIVINE COMMAND TO WORK

EVERY man is under a Divine command to work, with no Divine permission to loaf. "Six days shalt thou labor and do all thy work" is the voice of Almighty God, and from the day when it was uttered, all the way through the Old Testament and the New, there rings the cry of Work.

"In the sweat of thy face shalt thou eat bread."

Under this Divine command no man can escape his duty to work without violating God's law.

The loafer, whether he be rich or poor, is violating one of the fundamental laws of creation and is living contrary to the teachings of the Bible.

Every man must work, not grudgingly, not as though work were a curse, but with his heart full of thanksgiving that he has the privilege of working. It has been well said, "Thank God every morning when you get up that you have something to do that day, which must be done, whether you like it or not. Being forced to work and forced to do your best will breed in you a hundred virtues which the idle never know."

The idler can never be happy. The loafer knows that loafing is a harder job than the hardest work he ever did.

As every man is under Divine command to work, no man has a right to yield obedience to any organization which says he shall not work.

The man who permits the labor leader or anyone else to say he shall not work is yielding his own God-given independence and violating the Divine command which tells him he must work.

The labor leader, whether he be of high or low degree, in public office or the paid agent seeking to earn a living by keeping others from work, is assuming the prerogatives of the Almighty and undertaking to put at naught the commands of the Eternal.

It is false to say that every man has a right to stop working whenever he so desires. In one sense there is a modicum of truth in it, but broadly speaking every man is under obligation to his fellow-men to do his part in the world's advancement and in producing the things which civilization needs. This is pre-eminently true while the world suffers for lack of food and other products.

The farmer who loafs on his job adds to the sufferings of the world by lessening the food supply, and is therefore a slacker in the hour of the world's suffering.

The day laborer or the mechanic who seeks by inefficiency, or slack work, to lessen his output is robbing his employer as much as if he were stealing money out of the cash drawer. More than that, he is robbing his fellow-men, and even his fellow-laborers, because only through increased efficiency and increased output can we find a way to solve the problem of supplying the world's needs and of providing the transportation with which to distribute that which has been produced.

The employer or the rich man who loafs because he feels that his wealth gives him the opportunity of doing so, is in this hour of world need not only violating the command of God, but he is robbing the world of productive potentialities which he makes of no avail by reason of his idleness.

Except for the preservation of health and that degree of rest and change which gives to a man the physical and mental strength for greater work, no man has a right to be idle until the world has been saved from the dangers which face it.

The command to love God and to love our fellow-man is no stronger than the command to work. He who fails to work to the utmost of his ability can lay no claim to be a follower of or an imitator of the Son of God, who labored morning, noon and night, or of the Creator Himself, who issued the Divine command that men should work six days in the week and rest on the Sabbath, and through the sweat of their brows eat their daily bread.

If in schools and churches, in family life and on the public platform; if by the nation's leaders these everlasting truths from the throne of Heaven were properly proclaimed, idleness would become disreputable; the street corner and poolroom loafer would be regarded, as he indeed is, a vampire, sucking the nation's blood. The loafing rich man and the loafing or work-shirking poor man would see themselves as God sees them, and as their fellow-men must see them ere the world gets back to a realization of the true dignity of work.

DID NOT VOTE DIRECTLY ON PROHIBITION!

LIQUOR interests are dying hard. Thelrs they know is a losing fight. Every intelligent man, if he is honest with himself, knows that alcohol is an insidious poison which distorts reason, reduces efficiency and leads to utter destruction of body and soul. The testimony of science, medicine and business is not needed to prove it, though it is on record in abundance from the greatest scientists and physicians and business leaders of the world.

The dire calamities, such as the destruction of business and fall in real estate values, predicted by the liquor advocates if prohibition went into effect have never materialized. Even their personal liberty, the pet phrase they like to roll under their tongue to frighten the ignorant, is inviolate, for they have liberty, but no license.

Many times in arguments against prohibition you have heard the assertion that prohibition does not prohibit, and that the law does not stop people from drinking. Of course, prohibition and the law enforcing it do not keep some people from drinking intoxicating beverages, neither does prohibition of murder and capital punishment deter some men from killing their fellow-men, nor other prohibitions and laws made for the comfort and safety of humanity prohibit the breaking of those laws. But the most ardent anti-prohibitionist must admit that laws do wield a powerful control, for without some means of protecting society the vicious-minded would run amuck with impunity, robbing and slaying at will until some organized form of control could be established.

Laws are made for the protection of the majority against the few who abuse their liberty and privilege, whether drug addicts, drunkards, thieves or murderers.

A mechanic in discussing prohibition said he did not drink much before prohibition went into effect, but that since then he has taken a drink whenever he could get a chance because prohibition was made a law without himself and the people having a chance to vote directly on the question. Of all the arguments in favor of the liquor traffic, that is the silliest and most childish, but it is probably heard as much as the one that prohibition does not prohibit. Not all men are so lacking in manhood and moral sense that they wilfully break a law made legally for the protection of the public and for their own protection, when someone else is committing the offense against them while they are a part of the public. Then the shoe is on the other foot. This man deliberately condoned lawbreaking because he said he had not voted directly on the question. How many laws made for the protection of the public are voted by direct ballot of the individual? Direct votes are not cast for the punishment of murderers and robbers and other lawbreakers. Possibly you did not vote directly on the prohibition question, neither did you vote directly for the traffic laws against recklessness and speeding of automobilists, all of which were enacted to protect the people against the few who would be reckless automobile drivers and reckless indulgers in alcoholic drinks.

Prohibition does not prohibit, say the liquor advocates, but if prohibition does not prohibit, what are the wets kicking about?

WOODEN SHIP IN SERVICE 130 YEARS.

ILLUSTRATING the long life that wooden ships may attain, a dispatch to the American Lumberman from Tampa, Fla., states that one of the oldest wooden ships in the world was at the Tampa Dock Co. for slight repairs before proceeding on its voyage from New York to New Orleans. The vessel is the Success, which was built in India in 1790 and used in the British East India trade. Later it became a prison ship, transporting convicts to Tasmania. The vessel is constructed throughout of solid decay-resisting Burmese teak wood.

RACETRACK GAMBLING DISGRACES MARYLAND.

MARYLAND is one of the few States which still permits its soil to be dishonored by the maintenance of gambling horse-racing. Nearly every other State in the Union has recognized the evil of the horse-racing gambling element and has made it illegal; but Maryland still, through the power of the gambling gang, violates all decency and all morality by permitting the continuation of the racetrack.

During last week, according to the daily papers, the racetrack near Baltimore was crowded to its utmost capacity, and 20,000 persons more or less were packed into a gambling den. It is true that the daily papers did not refer to it as a gambling den. They praised the spirit which filled the place. They boasted of the crowds of people of high and low degree that were in attendance. But they did not tell how the gambling element, how the rowdies, how the toughs and the touts of every degree were on hand.

Many years ago the moral forces of this nation rose against the Louisiana lottery, but the Louisiana lottery, bad as it was, controlling for many years the politics of Louisiana and paying into the treasury an enormous sum annually, was not half so bad in its evil influence as the racetrack gambling which is permitted in the State of Maryland and in a few other States. The Louisiana lottery crowd protested that people had a right to buy lottery tickets if they desired. They insisted upon the personal liberty of the public to invest their money if they so desired in buying lottery tickets. They claimed that they brought many millions of dollars annually into the State of Louisiana and paid immense sums into the State treasury. They had very plausible arguments, at least for those who wanted to be misled. But the Louisiana lottery, now universally recognized as an evil and which no one would dare re-establish, was angelic in its influence as compared with the moral degradation of the Pimlico racetrack of Baltimore and the other racetrack gambling places in this State, with their degradation of character, their development of the gambling instinct and their gathering together of the touts and the toughs of the land.

HOPEFUL OUTLOOK IN MEXICO.

W. F. SAUNDERS, Secretary of the American Chamber of Commerce of Mexico, writing from Mexico City under date of May 31st, says:

"I was very glad to see your excellent editorial article in the copy of the MANUFACTURERS RECORD which we have just received in our reading-rooms.

"This revolution will make commercial conditions in Mexico better than they have been for years. All the factions in the republic everywhere have come into line with the new administration, which has taken a strong stand of friendliness towards American business interests. Transportation, travel and the free shipment of goods in the future throughout Mexico will not be impeded as they have been during the last few years. The credit situation is excellent. The volume of business between the two countries will be greater this year than last year even."

THE ORIGIN OF "YOU ALL."

WOULD-BE purists in language often criticize the South for the expression "you all," but the South has the highest authority on earth for its use. Paul, in his epistle to the Philippians, wrote "you all," and no higher authority than the Bible need be looked for. Paul knew full well the strength and force of "you all."

The Breakdown of Railroad Transportation and Its Dangers

WESTERN grain of last year's production fills the elevators, and in many cases is piled up on the ground, as we reported last week is the case in Texas, for lack of transportation. Cars are not available, railroad stock is not to be had, the whole trade of the country is halted and hampered because the railroads were broken down under Government control.

The railroads were in a bad situation before they were taken over by the Government, but under Government control the facilities for transportation steadily decreased. The Government failed to provide a sufficient number of cars and locomotives to replace those that were being worn out. It failed to lay additional track, except to a very limited extent. Last year the Government bought 1100 locomotives for all the railroads of the country, when, as far back as fifteen years ago, the railroads bought an average of from 3000 to 4000 a year.

Ceaselessly during the war we tried to point out to the Government officials in charge of this work that they were endangering the safety of the country by the inadequate development of railroad facilities. It was easy enough for any man of ordinary intelligence who cared to study the situation fifteen years ago to see that our railroads were heading for physical, if not also for financial, bankruptcy unless there was expended upon them from five to ten billion dollars, in addition to taking care of ordinary wear and tear. It was very clear at that time, and has been ever since, that the growth of the traffic of the country would rapidly exceed the facilities which were being provided.

This chaos in transportation is tying up the whole business interests of the country. It is responsible for much of the congestion in credits, and especially for inadequate production of coal and iron and steel and other things. The Federal Reserve Board has been demanding a curtailment of credits, and one might think that it had taken the ground that if it could only break down business to a low enough point it would bring the volume of traffic down to the railroad facilities of the hour instead of creating a condition which would hasten the extension of railroad facilities to catch up with the volume of freight offered.

There have always been two ways of meeting an issue of this kind. One is that of the narrow-visioned man who prefers to create poverty and lack of business in order to get the volume of traffic down to the facilities available; the other is that of the man who, with bigger brain and bigger heart, sees that the true way to meet the situation is to create the facilities which would take care of the business offered. One way leads down the road to ruin; the other leads upward to the heights of prosperity.

The situation as to the shortage of transportation facilities and its effect on the need of credit by the farmers and the merchants and manufacturers of the country is fully understood by every man who does not wilfully close his eyes to the facts and stop his ears that he may not hear the truth, because he does not want to be disturbed out of the routine in which he is running, or, rather, in which he is crawling. In lessening credit and increasing its rates of interest, the Federal Reserve Board has made it exceedingly difficult for the railroads to finance their needs, and the Government moves at a pace which puts the snail to shame at a time when every hour lost is costing the people of the country millions of dollars, which is endangering our fuel supply, our food supply and our labor employment.

During the war the MANUFACTURERS RECORD was much criticised by some narrow-minded people because it insisted that priceless time was being lost in the petty squabbles

which were going on as to whether the Government should buy steel rails at a cost slightly in excess of what the Government officials thought ought to be the price. That delay cost the people many times—yes, a hundred times—the amount involved, and in the end the Government could not get rails at any less cost, because economic conditions made that impossible. And any man, unless wholly blinded, ought to be able to see that in halting the purchase of rails the men responsible for it were putting an enormous loss upon the business of the country.

We are in danger of short food production, and even of the delivery of the food that is produced; in danger of discouraging farmers, so that they will not go on growing the very crops which they might do even under shortage of labor because they cannot get their products to the market. We are in danger of a fuel supply this winter so short as to threaten a fuel famine in the home and in the manufacturing industry. The utmost power of the nation needs to be thrown into increasing our railroad facilities, and yet we are doing comparatively little to that end.

There are many people who believe that the slowness with which railroad business is being handled is due to a considerable extent to the influence of labor men and others who are trying to force Government ownership, and who think that the way to accomplish this is to intensify the traffic congestion. There is some foundation, we fear, for this charge, but primarily the railroads are short hundreds of thousands of cars and thousands of locomotives and thousands of miles of track, all of which are sadly needed for the handling of the business that is now pressing for distribution.

A quarter of a century ago or more the late Senator Gorman of Maryland said the big question before America was not one of production, but of distribution. Gorman was far-visioned enough to see the difficulties ahead of us. When Cassatt was president of the Pennsylvania Railroad, he started on a campaign of expenditure involving more than \$100,000,000, and aroused the bitter opposition of many bankers, who thought that he had surely lost his mind. He said that he thought he was planning sufficiently far ahead to take care of the Pennsylvania's business for twenty-five years, but before he died he said he realized that all that he was doing would not meet the needs of the next ten years. Cassatt dared to do great things, as did Harriman and some other railroad geniuses, but the great majority of railroad people, either through lack of the command of capital, which Cassatt and Harriman had, or else because they have no gift of the seer to look ahead and realize what is coming, have failed to carry on their expansion work with the broadness of vision of Hill, and Harriman, and Cassatt, and a few men of their day.

Never was there a greater need than at the present time for a few great constructive railroad geniuses, men of empire vision, who have the power to see ahead and have the daring and ability to prepare for the coming years. Railroad transportation has broken down, coal mines are operated only to a limited extent because of lack of cars, fuel will be desperately short this winter, billions of dollars of capital and credit are tied up because of the inability of the railroads to deliver goods on time, and the whole food situation grows alarmingly serious because even the food that we produce cannot be promptly delivered, and the losses due to delay in transportation destroy the farmers' profit.

Is there not among the officials in Washington or the railroad men of the day some man who can rise to the heights demanded in bringing success out of this situation, and do it very rapidly?

THE RAILROADS AS SEEN BY A RAILROAD MAN.

DANIEL WILLARD, president of the Baltimore & Ohio Railroad, in an address on the railroad situation delivered before the City Club of Baltimore on Saturday last, presented baldly and emphatically facts as seen from the railroad viewpoint. He told his hearers that success or failure of private ownership of railroads depends on service; if the lines are able to give service satisfactory to the people, private ownership, which he believes is best for the companies and for the public, will be preserved, but otherwise it will probably pass. To make it succeed, establishment of railroad credit upon a satisfactory basis must be assured. Private ownership will fail unless the railroads are able to obtain at least \$1,000,000,000 a year in new capital for equipment, improvements and extensions; well established credit is essential to this.

The railroads in the eastern region are asking for an increase of rates equivalent to 21 per cent on their gross revenue and then if granted we will have this condition: an increase in operating expenses during the last three years of 100 per cent as against an increase in gross revenue of about 64 per cent. Mr. Willard also remarked that not only did he believe that the rates asked for were not too high, but he was not at all certain that they may not be too low. But if too high, the new transportation law places restrictions upon the excess earnings; but if too low, development and extension of facilities would be checked and much harm be caused.

Mr. Willard again expressed the opinion which he recently gave utterance to, that he did not believe that the business of the country could not stand higher railroad rates; besides, the railroads cannot succeed unless they are able to operate at a reasonable profit.

Alluding to the need for engines and cars, Mr. Willard said that it was customary before the Government took charge of the railroads for the companies to purchase every year from 2000 to 3000 locomotives, something more than 100,000 freight cars and from 2000 to 4000 passenger cars, but during the period of Federal control, which lasted two years and two months, the Government bought only 100,000 new freight cars, from 2000 to 3000 locomotives and no passenger cars; thus there were less bought during the period of over two years than during one year before.

As a matter of fact, the purchases of equipment ran into much higher figures than Mr. Willard presented. For instance, in 1905 there were ordered 6265 locomotives, 341,315 freight cars and 3289 passenger cars, and in 1906 there were 5642 locomotives, 310,315 freight cars and 3402 passenger cars ordered. Prior to these years the railroads had bought 193,000 freight cars in 1901 and 195,000 in 1902 and engines in proportion. In 1903 there was a drop in freight car orders to 109,000, followed by a gradual increase to the figures of 1905 and 1906. Then came the panic of 1907, with a drop to 151,000 cars; in 1908 to something more than 62,000, followed next year by a jump to 189,000; then a partial decline and a leap upward again to 234,000 cars ordered in 1912, since which year the maximum ordered in a twelve-month was 170,000, in 1916, but the figures were always well over 100,000, excepting in 1914, with 80,000 cars, and 1917, with 79,000, until 1919, when only 22,000 cars were ordered. Locomotives ordered last year numbered but 214, whereas the lowest previous record of any year since 1900 was 1182, in 1908, the year immediately after the panic.

The rate increase recently asked by the railroads would yield \$1,000,000,000 more per year, Mr. Willard remarked, and if the railroad employees are given the increase they ask, there will have to be an advance in rates. He also observed

that, in his opinion, the rates during the period of Federal control were entirely too low.

The railroads themselves have formed an organization among themselves to manage emergency conditions that may arise; for instance, car distribution. An executive committee composed of nine executive officers of different lines has been appointed, and they will meet frequently at Washington to keep in touch with the general railroad situation. They could not do such a thing before the war, because it was forbidden by the anti-trust law, but the new railroad law provides for it, and this arrangement, it was stated by Mr. Willard, will enable cars to be disposed to the best advantage.

NOT A PARTY ISSUE.

MAY I not as a Democrat express my deep interest in the suffrage amendment and my judgment that it would be of the greatest service to the party, if every Democrat in the Delaware Legislature should vote for it.

Woodrow Wilson.

It is much to be regretted that President Wilson sent the foregoing dispatch to members of the Delaware Legislature. He did not appeal to these legislators to vote for woman suffrage on the ground that it would be beneficial to the whole country, but he put a purely partisan bias on it that it would be of great service to the Democratic party.

Woman suffrage is too big an issue to be decided on so narrow a partisan basis.

In a very large part of the South President Wilson's warmest friends have aggressively opposed his effort to force woman suffrage upon the country. And yet no one has charged them with being "traitors" because they opposed President Wilson's views on woman suffrage; but because some people have opposed his demand for a League of Nations without reservations, they have been denounced as though they were the vilest scoundrels on earth and that even the gallows would be almost disgraced by being used to hang them. It is a lamentable pity that men supposed to be patriotic and intelligent should thus permit their passions to carry them away, as in the case of those who thus so severely arraign the honesty and patriotism and integrity of every man who is opposed to President Wilson on the League of Nations matters merely because they are unwilling to follow President Wilson's lead, and yet nobody for a moment charges such criminality to the men who are opposing President Wilson in regard to woman suffrage. In his appeal to Democratic legislators in Delaware to vote for woman suffrage **because it would help the Democratic party**, he has stepped from the lofty position which the President of the United States should hold in a matter of such tremendous importance as that of woman suffrage to become a partisan.

Woman suffrage can be discussed from many angles. Preeminently is this true in the South, for there the conditions are unlike those which any other part of the country would have to meet, and there President Wilson's position has been aggressively opposed, and by many of his warmest friends, because of the negro question, and yet nobody charges them with being traitors because they cannot follow him in everything. But those who oppose him in the League of Nations, a matter of infinitely more importance, and the dangers of which to this country are infinitely greater than even woman suffrage to the South, are not criticised by the press or by the people of the South for taking a stand against him on the woman-suffrage question. If that is merely a party issue, then it will be well that it should be forever buried. The time has passed when true patriots in this country can appeal to men to vote on a question of principle merely as to whether it will help or hinder this party or that.

At the Armistice Civilization Gambled With Its Life

FOR ten years the Greeks besieged Troy, whose historic walls held against every assault. The followers of Agamemnon then withdrew from their tents and returned to their ships. They left upon the plains of Troy a wooden horse, a votive offering. Then the Trojans, rejoicing in their magnificent triumph, hungry for peace after years of sacrifice, came forth garlanded from their city, and with ropes they hauled the horse within the city gates. That night, from out the bowels of the wooden animal, came forth a band of Greeks. They opened the city gates, and the Greeks outside, who had been frustrated for ten years, poured into devoted Troy and massacred its people. They wiped the city off the face of the earth and left not one stone upon another.

There is nothing new in history. The same ambitions, the same guiles, animate men and nations today that animated them in the youth of civilization. What happened to Troy was repeated, with minor variations, in the case of mighty Babylon, which in its day towered over the earth and held all peoples in subjection. And with Babylon there fell into utter ruin a civilization which had been eons in the building and some of the accomplishments of which we have not yet recovered.

Marshal Wilson, chief military advisor to Lloyd George, in a recent talk made privately and confidentially, warned officers of the British Army that a second and universal war is imminent and can scarcely be avoided. Dispatches from Paris have recently appeared in which the statement is made that the Germans have secretly organized an army of a million men; that munitions and arms have been prepared, and that the military masters are engaged already in perfecting plans for attacks on Poland and France, possibly through alliance with Bolshevik elements in Russia.

In November, 1917, the German hosts were Greeks in front of Troy. Their super-assaults had broken down. Complete defeat was in the offing. Civilization had its fingers on the throat of the Hun, and had only to tighten them to annihilate the beast. In these circumstances, recourse was had to the ancient trick of the wooden horse. It appeared under the new name—armistice. Grant, dealing with an honorable foe, could formulate no terms except unconditional surrender. The Hun, unspeakable in his butcheries, asked for terms and got them.

Almost two years have passed. No indemnities have been paid, the surrendered fleet has been treacherously scuttled, and Germany, with every factory intact and again supplied with raw materials, looks about at her victorious foes and finds on every side of her nothing but ruin and collapse, including financial difficulties of unheard-of magnitude. In man-power she stands equal with her foes, for all the mighty hosts, which had come from the far corners of the earth to save the day, have gone back. There is no way to put them again in Europe. There has been accomplished a demobilization which means more to Germany than a dozen major victories in the field could have meant. Her chances, indeed, of successful aggression are not less now than they were in 1914. Then there was potentially a world in arms against her. Today only a little world could be mobilized against her. She needed a breathing space, and that she has been given.

If there is anything more to be deprecated than an alarmist, it is the man who, for fear of being called an alarmist, declines to give the alarm when it ought to be given. We have no direct evidence of a German conspiracy to shed that nation's frightful liabilities by recourse again to the sword. But we have learned a good deal about German character in the last few years. We know, for instance, that when the German does not wage war it is solely because he knows he cannot win. He keeps the peace not because he

loves peace, but because in peace only is he safe. If, then, he can convince himself, or his scientists can convince him, that all is not yet lost and there is a chance still with the sword to recover impending losses, we know that he will take that chance, in utter disregard of any moral obligations he may be under to do otherwise.

No serpent is safe so long as it still has fangs.

Fortunately, there is in France no sign of maudlin sentimentalism, the meat on which the German feeds and waxes fat. The military genius of France is not of the sort that refuses to read the signs of the times. It is apt in visioning the shadows of coming events, just as it foresaw them previous to 1914, but was unable to convince other nations of the impending calamity. When the storm breaks again, if it does break, France will be ready, but how much more her diminished man-power can endure is a question. She might not be able to guard the gates a second time.

There are from twenty to thirty wars now going on, some of them on so stupendous a scale that had not the awful catastrophe of recent years dulled our sense of values, they in themselves would be stirring public interest throughout the world and be threatening the earth with universal struggle. The Polish campaign against the Bolsheviks is such a campaign, an operation of the first magnitude. Nor are there any signs of settlement, for somehow, despite the cost, money is found to keep armies operating.

Civilization may, through some miracle, escape the consequences of the armistice. It may, through the mercy of Providence, not have to do all over again what in such pain and labor it formerly accomplished. But the signs of the second conflict are everywhere in the air, and the men who are responsible for glimpsing the future are not unaware of them. There is cause for satisfaction in that—some satisfaction.

It is going to require, however, the soundest statesmanship, the stiffest sort of backbone and the most thorough alertness to make good the error made in the signing of the armistice. When the pen was substituted for the sword of Foch, civilization agreed to gamble with its life and put its heart again on the hazard.

Armistice Day may yet be the day of universal mourning instead of the day of great rejoicing, for it was the day on which civilization was hoodwinked.

A LETTER FROM GERMANY.

THE MANUFACTURERS RECORD is in receipt of a letter from a Berlin business house, calling attention to the fact that a member of the firm has just left Berlin on a visit to the United States, and that he will bring with him "a select and expensive set of samples of a great variety of articles, and that only such articles have been chosen as can be delivered promptly."

Among the articles named are dolls, wooden toys, Christmas tree decorations, mechanical toys, kinos, scissors, pocket and carving knives, razors, manicure sets, etc.

This firm writes us that it represents first-class German and Vienna concerns, and that the member of this firm who is on the way to this country will also have samples of high-grade fancy articles made of ivory, metal and leather, optical goods, etc., and that all of these things will be exhibited "to our American friends in New York, at a place to be fixed immediately upon Mr. ———'s arrival," and more of the same kind.

German toys—made by men who butchered Belgian and French babies!

German Christmas tree decorations—made by men who

violated every precept taught by the One whose birth Christmas celebrates!

German cutlery, pocket and carving knives—made by German butchers who, with bayonet and sword, committed unto death the helpless old men and women and children of Belgium and France!

German-made ivory goods—made by Germans whose butchery of human beings was worse than the butchery of the elephants from which the ivory was taken!

German-made optical goods—made by Germans who are blind to all that is true and good and civilized, but whose eyes were open to every atrocity that the vilest criminals on earth could commit!

Oh, yes; let these German toys come into America; but may the fathers and mothers who buy them hear ringing forever in their souls the dying cry of murdered babies, murdered by Germany!

Let those Christmas tree decorations come, but may those who buy them realize that they are contributing to the prosperity of a nation which sought definitely to destroy Christianity and everything which Christmas typifies!

And yet there are people in America who have so little remembrance of the unspeakable crimes of Germany, for which no word of repentance has yet been uttered, that they would clasp hands with the blood-dripping hands of the German toy makers and the German Christmas tree decorators and forget the dying wall of the murdered babies and the cry of horror of dishonored womanhood, and the fact that out of this development of trade Germany hopes to get ready to make another war upon civilization.

England's Foresight.

The Bache Review, Published by J. S. Bache & Co., Bankers, New York.

In contrast to the United States, where we have been doing a great deal of talking and little acting, England is meeting the situation with its powerful far-sightedness and superior banking intelligence. There is no talk of panic in England. There is no timidity on the part of bankers in extending foreign credits to substantial interests. Money is not tight as we know it in this country. On the other side the sentiment is that America has the resources, the wealth and the money, and the usual expression of opinion is one of wonder at the slowness and apparent inability of American banking interests to grasp what is universally conceded to be the greatest opportunity ever presented to a nation to establish itself in foreign markets.

SHYLOCK WANTED ONLY A POUND OF FLESH

FROM leading financial interests in New York there have been issued from time to time interesting statements regarding the rapidity of reconstruction work in Belgium. But it would seem that much of the work they have done in telling the story of Belgium's revival has had little effect on these interests, at least so far as making them believe in the permanency of Belgium's recovery or else they have driven a bargain with Belgium which reflects seriously upon this country.

New York bankers last week issued a loan of \$50,000,000 for Belgium. The rate of interest was $7\frac{1}{2}$ per cent, but the bonds were sold to the public at \$97.50 after a commission to the bankers who financed the undertaking had been paid. That is a pretty steep rate of interest for what a sound and substantial government will have to pay. But that is a small part of the price. Under the contract to the American bankers the Belgian Government must redeem \$2,000,000 of these bonds annually by lot, and all of them must be redeemed on the basis of \$115 for every \$100 paid in. Thus the first \$2,000,000 bonds which will be redeemed

in 1921 will yield to the investors over 24 per cent, a rate of interest which it is shocking to consider that any American banker would have been responsible for demanding of heroic Belgium. As these bonds are called from year to year by lot, this rate will gradually decline, but in addition to the $7\frac{1}{2}$ per cent for a bond which is sold at \$97.50, all bonds will have to be redeemed at \$115.

If Belgium is in a financial and industrial condition sufficiently serious as to make these bonds a pure gambling speculation, which we do not believe, there might be some justification for charging such a fearful rate of interest, but these bonds are put out by reputable houses with their hearty commendation as to the wonderful progress and revival of industry in Belgium.

It looks as though Shylock was a gentleman and a scholar and that in the other world he will have to bemoan his failure to appreciate the opportunity of living at the present hour.

In connection with this Belgian situation, it is interesting to note that an Associated Press Dispatch from Buenos Aires reports that when the Argentine Government desired to renew the \$50,000,000 loan owed in this country, American bankers refused to extend it except upon the basis of five years with $7\frac{1}{2}$ per cent interest, and the new bonds to be sold to the banks at \$92, which would have been equivalent to $9\frac{1}{4}$ per cent, though the maturing obligation was on the basis of 6 per cent. Argentina turned to Great Britain, and British bankers or the British Government has loaned to the Argentine at 5 per cent the \$50,000,000 to take up the loan in the United States, and Argentina rings in praise for England and denunciations for the United States. No wonder!

If this country is to enter into the world's financial markets with the idea of profiteering to the extent that would be indicated in these two cases, we might as well shut up shop and abandon any effort to become the world's leader in finance. Two such cases as that of Belgium and Argentina are calculated to shock the sensibilities of all substantial governments in the world as to the rate of interest demanded by American bankers.

If it be said in extenuation of the high rate in Belgium that the bankers who are floating the loan did not have faith in the safety of Belgium's future, it would be a reflection upon their integrity in offering these securities to the American market.

Surely Argentina, one of the most prosperous countries on earth, with an amazing producing power, has a stability and a wealth which justifies it in promptly refusing the American terms for a renewal of its loan and in turning to England and in getting the money at a low rate of interest.

If the system which prevails in America under the leadership of the Federal Reserve Board of apparently trying to break down credit everywhere and lessening the very life-blood of trade, domestic and foreign, is to prevail, the future is not very promising for world trade nor for world esteem.

RAISE FOODSTUFFS.

FOODSTUFFS will be very high next winter, and unless the South raises its own food supply and some to spare for less favored sections, high prices for cotton will be offset by still higher prices for food.

Wherever possible, a market garden should be planted; poultry should be raised in abundance for egg and meat supply. Sweet and white potatoes should be grown to the utmost extent possible by having late summer and fall crops to supplant wheat bread, for wheat will be scarce and high and there is also danger that the same will apply to corn.

An "Olla Podrida" of Blasco-Ibanez, Senator Fall, Obregon, Gompers, Lenine, et al.

AN "olla podrida" is a stimulating stew, being a mixture of some good meat and many vegetables, including garbanzos, of which the American public has heard much of late in connection with the business affairs of General Obregon. Blasco-Ibanez's translator calls them by the rather unfamiliar name of "chick-pea," but that is not the chief curiosity in the translations of these letters on Mexico by Spain's great novelist; it is, indeed, the least objectionable.

We are disposed to sympathize with Señor Blasco in being so misrepresented. There is nothing in his letters to suggest the noble diction, pure and dignified and compelling, with which he writes in his native Castilian. He has been rendered into the cheapest sort of slangy journalese, that is not English, and which bears no resemblance to the manner of speaking or writing for which the great Spaniard is noted on three continents. It is a pity, for it adds to the calamity of his letters, which have ceased before he has told the whole story. Only one glimpse of that better Mexico has he yet given, that honest and earnest Mexico which is not typified by the refugees, though many of them were as good people as walk the earth, but chiefly by the plain people who labor and save to get ahead by patient devotion to duty. Mexico is full of these people. It is mainly this class that has been robbed of its lands. Obregon knows them, and we believe honors and respects them. If he governs in their interest, he will become the greatest man Mexico has yet seen; if he does not, he will be cast into the discard with other Mexican Presidential failures.

We do not agree with Señor Blasco's estimate of Obregon. He is not a model of virtue, perhaps, but he is not a young upstart, as these letters in the New York Times imply. He is past 40, and if he has not cut his wisdom teeth at that age, he never will. Alexander the Great died at the age of 33. Hannibal was a mere boy when he began the Second Punic War. Señor Blasco seems to have a peculiar prejudice against youthful soldiers, but Governments have a prejudice against old ones when it comes to resisting an enemy. Actually, Obregon started from Sonora with a few thousand men, recruiting as he went, and he made one of the great marches of history, one to be compared with that of San Martin when he led his conquering hosts from Argentina across the Uspallata Pass in the Andes to bring independence to Chile. Carlyle used to affirm that this march of San Martin, as a military feat, must be likened to Hannibal's march from Spain to Italy, to Napoleon's descent upon the plains of Lombardy after his unsuspected dash across the difficult Alps. Then we may affirm that Obregon has won his title as general by leading that long march of 2000 miles, gathering men here and there as he went, fighting his way through Sinaloa and over the great range of mountains in Tepic and Jalisco, and finally reaching the City of Mexico with a force that decided the cause for Carranza.

Obregon may not be the ablest man in Mexico, but he is a forceful leader, one who knows his own country and who also has traveled widely and frequently in the United States, notwithstanding the errors in regard to this in Señor Blasco's report.

It is to be regretted that he had not prepared himself by a closer examination of the history of events in Mexico before undertaking to make such positive generalizations. Most of his strictures are correct as far as his own personal observations go, but he has not been long enough in Mexico to know it as he should. He would persuade us that Carranza was ignorant of conditions in the United States, whereas our experience has been that he knew us, our politics, the weaknesses of our public men, better than we did ourselves. Had

our statesmen known Mexico and the Mexican leaders as well, we would not have made so many blunders, nor have been forced to admit the humiliation of defeat in every diplomatic contest we had with the whiskered First Chief. From the very first letter that Carranza wrote to our Department of State, which related to an American captured in the Sierra Madre, while he still occupied Hermosillo in Sonora, he has outwitted our statesmen. He was far from being an ignoramus. He had a trick of feigning simplicity in order to draw the fire of the person with whom he was talking. It was one way of getting new points of view, and he evidently fooled his distinguished Spanish visitor into thinking he didn't know.

In order that we may keep our own balance in this country and not be misled into the comfortable belief that the anti-American propaganda in Latin America has died with Carranza, we must remind Señor Blasco-Ibanez that the so-called "Carranza Doctrine" was not Carranza's conception. It was taken up and elaborated by him, but it originated in Argentina, and its great promulgator, the man who taught it to Carranza, who has preached it in every country in South and Central America, and who has even proclaimed it from the platform of the Ateneo in Madrid, and in the patio of the Convent of La Rabida, a place sacred to the memory of Columbus and the new world of liberty, is Manuel Ugarte, an Argentine story-writer and poet. Moreover, the first big concrete thing that was done in this pan-Hispanic propaganda against the United States was Ugarte's book, entitled "El Porvenir de la America Latina," published by Blasco-Ibanez's own publishing house of F. Senpere y Cia. at Valencia, Spain, in the year 1910, before the outbreak of the revolution against Diaz and while Carranza was still an obscure provincial politician, unknown to the world. In that book is to be found the whole program. Ugarte has spent the greater part of his time for years in traveling about the world disseminating hatred of the United States and distrust of our motives. He even boasted, in one of his addresses given in Spain, that he had hurled "the truth" about our aggressiveness in Latin America at an audience of Americans at Columbia University, New York. Would Señor Blasco imagine that President Nicholas Murray Butler did not know the character of the man who had been invited to explain himself from the university platform?

From Ugarte's book it appears that he had taken the measure of Japan and had penetrated our irritating relations with that country. He devotes a whole chapter to this "new factor" in world politics, and after showing the inroads of the Japanese upon our Pacific coast industries, he says, on page 176: "That which is undeniable is that Japan will always be a motive of disquietude for North America (meaning the United States). Let us utilize this circumstance and follow with sympathy the urge of that people," etc. Señor Blasco will doubtless recall the illuminated cover on Ugarte's book, drawn by one Federico Viscaí, representing the American Eagle standing on the Stars and Stripes, casting his shadow over Mexico and Central America, and reaching down to seize Colombia with his beak.

We hold no brief for Mexico, but we do believe ourselves to be an "Exponent of America," and America desires to live in peace and amity with Mexico. We ask of Mexico merely that she observe absolutely her treaty relations with us, and not only respect the lives and property of Americans, but that she inculcate this respect in the minds of her people by visiting with swift punishment, proportionate to the offense, every violation of our rights. America does not desire the annexation of Mexico, nor even a protectorate over her, if we can avoid it. To bring about a right spirit of mutual regard and

helpfulness between the two countries it is important to correctly explain one to the other, and the letters of Señor Blasco-Ibanez have tended to inspire contempt for all Mexicans, and that is unjust. Its effect will be to make more difficult the arduous task of reconstruction which the new leaders must face, and whatever hampers them in their work tends to facilitate new revolutions. Señor Blasco's ideals are those of peace and progress, but they are lacking in sound considerations of political expediency and are tinged with radicalism. He professes his faith in republicanism for Spain, which involves the overthrow of the Spanish monarchy, evidently closing his eyes to the separatist tendencies in his own country that would rend Spain into a multitude of petty impotent States the moment that the strong cement of the existing highly centralized Government were broken, and leave them the prey of stronger Powers. His radicalism appears in his favorable comments upon Lenin, the leader of the most monstrous evil that has ever threatened our civilization. Such an indiscretion is unbecoming in a man whom the American people have welcomed with an excess of cordiality such as few foreigners have ever enjoyed. With all friendliness, we may admonish him that the encouragement of Bolshevik principles in this country would soon make him persona non grata. This is a land of liberty, but not of license.

The absolutely disinterested attitude of this Government toward the politics of Mexico is clearly and forcefully expressed in the report of Senator Fall's subcommittee to the Senate last week. It demands that recognition of the existing regime be withheld until it is certain that the "Administration is possessed of stability to endure, and of the disposition to comply with the rules of international comity and the obligations of treaties." It reasserts that "Protection in fact to American lives and property is the sole point upon which the United States are tenacious." Nothing could be plainer nor more just than that. It does, indeed, go on to say what must be done if the Mexican Government fails of its international duty, and it demands a new treaty confirmatory of the rights conceded to us by the older treaties that were drawn with due consideration of the Constitution of 1857. A treaty is always and necessarily part of the supreme law of the land, but Carranza undertook, through a so-called Constitution of his own making, to deprive American citizens of their treaty rights. Senator Fall's committee is merely insisting on the observance of the solemn covenant which Mexico signed with us. If the present Mexican Government will reinstate the old Constitution and abolish Carranza's dictatorial decrees, the treaty requirements set forth by Senator Fall will automatically be fulfilled. If they do not, then a new treaty, recognizing those obligations, will be necessary. There is no threat in all this against Mexico, but it gives fair warning that a continuance of the impossible conditions that have existed since Carranza's assumption of power will not be tolerated. If we understand Obregon's assurances aright, he means to concede just what we are demanding, which is a statesmanlike observance of the letter and spirit of the diplomatic engagements of Mexico with the United States.

Samuel Gompers has denounced the report of the Fall committee in terms that show either that he has not considered the facts, or that he is playing the demagogue, to encourage Mexico to believe that American labor will uphold her retroactive laws and her defiance of her treaty obligations. The overthrow of Carranza comes at an unfortunate moment for Mr. Gompers, for he was counting upon a radical love-feast when his pan-American labor organization meets in Mexico City next month. He knew that Mexico had been saturated by the pernicious doctrines of Magon that had triumphed in Carranza's "Constitution of Queretaro." He is likely to find less friendly powers in control when he gathers his hordes at the Mexican capital. He even inveighs against the kindly

proposal of the Fall committee to facilitate loans to Mexico as an aid in her program of reconstruction.

Blasco-Ibanez also misses the point when he declares that we should not give a penny as long as "militarism" is in control in Mexico. Without the strong arm and the big stick, how can Mexico, how can any country, be held in line for peaceful labor—until the nature of man is changed? He says that Carranza had the idea of a loan in mind, but lacked courage to propose it. Evidently he is unaware of the fact that he sought a large loan, which was actually offered him, but that he refused it because it involved a mixed commission, including representatives of the underwriting syndicate, to control the manner of expending it.

Mexico must have funds to repair the damage of the past 10 years of anarchy, and it is another evidence of our friendship that we are willing to let her have them, but it must be spent for the rehabilitation of her industries and means of transportation, accompanied by guarantees of our treaty rights.

We have not asked Mexico to do one single thing that would humiliate her. We have merely urged her to rise to the full dignity of a self-respecting, independent nation.

A CHEMICAL PLANT INTO WHICH NO GERMAN MONEY CAN EVER ENTER.

COMMENTING on the effort that the German dye makers will put forth to again capture the American market, the Drug and Chemical Markets of New York has the following:

"The announcement that German dye manufacturers had bought plants in Spain to be able to dodge the high Spanish tariff on colors and dyestuffs, as told in Drug and Chemical Markets, May 19, verifies the suspicion long entertained by dye manufacturers in the United States that Germany would seek to re-establish her control of the dye trade in foreign countries at any cost, and would build plants here, if necessary, to nullify the effect of embargoes and tariffs. After a few years of competition the American industry would be crippled and Germany would have accomplished her purpose. Such a possibility was evidently foreseen by L. A. Ault of Cincinnati, when he wrote into the agreement for the sale of the Ault & Wiborg Company's dye plant the stipulation that 'not one mill of German money, directly or indirectly, remotely or otherwise, would or could be used at any time, either in the acquisition or the expansion of the industry.'"

No one for a moment need be surprised that German dye manufacturers will, through Spain, Switzerland and other countries, seek to regain their control of the American dye market. They will do all in their power to break down the production of dyes and coal tars in this country. Every device which the devil can suggest to his co-workers will be put into effect, and many American people will be misled and made to believe that the dyes which they are buying are not German-made dyes, and others will be made to believe that we should not put such an embargo upon German dyes as to absolutely prevent their coming into this country.

The safety of America will depend in the future upon its chemical industry. Wars are not over, and he who thinks that Germany will not again enter upon a struggle for world control knows little of the history for the last 2000 years of that race of Huns.

All honor, then, to Mr. Ault, who made the stipulation in selling his dye plant that no German money should ever, directly or indirectly, be used at any time in the acquisition or the expansion of this industry. Would that America was filled with patriots of that kind!

POLITICS.

The Kettle and the Pot are each trying to outdo the other in saying "you are black"—and both are telling the truth.

What a mighty family of evils have been bred by the Adamson law!

When the Government sold its sovereignty to the railroad brotherhoods for peace at any price because it was too proud to fight, it received in exchange the chains of slavery, which are given an extra twist every time the brotherhoods make any new demand.

When you have no case, abuse your opponent, seems to apply in politics as well as in law.

If men in public life were half as bad as their opponents say they are, the penitentiary would be their proper home.

There will be plenty of mud this summer whether it rains or does not.

"I am sorry to hear you are against the League of Nations," said an ex-Governor of a Southern State to the MANUFACTURERS RECORD.

"Did you ever read the covenant?" was the reply.

"No," said the ex-Governor. "I admit I never did."

"Then you are not prepared to express an opinion on it."

How many hurrah advocates of the League have honestly studied it from end to end? Those who have not are almost traitors if they are willing to sell their country without even knowing the price.

"I am an enthusiast for the League of Nations," said a good woman whose only son lies buried in France.

"Have you ever read it?"

"No," she replied.

"Do you know that if we were in it that other Governments would have the right to say when and where American troops should be sent whether we wanted to do so or not?"

"No," she said, "and if it means that, every woman in America ought to fight it. I thought it simply meant there would be no more wars."

And yet she knew fully as much about it as half the people who are favoring it.

If the Federation of Labor were composed of merchants and international bankers, it would be natural to have a Hebrew as the president, because the majority rules, but it has always been a wonder why a member of a race which is mighty in trade and finance, but weak in mechanical pursuits, should have a Hebrew as the head of an organization composed mainly of Gentile mechanics.

Better be very careful how you publicly praise a man. Daniels once lauded Sims to the skies and also the British Navy. Eating crow is never pleasant. It is too much like the pheasant which an Anglomaniac had to eat. Desiring to get the "ripe" flavor, which he understood that the English preferred, he asked for proper directions. He was told to hang the bird by its tail feathers until it dropped of its own weight, and that it would then have the proper "gamey" flavor. He forgot his directions and hung it by the head until the tail feathers dropped out, and then found it rather unsavory—just like crow to politicians.

With President Wilson criticizing Congress for playing politics while at the same time he wires Delaware legislators to vote for woman suffrage, the thought naturally arises that

those who live in glass houses should not throw stones, or, as the new version has it, "Dwellers in crystal palaces should refrain from the propulsion of irregularly-shaped particles of granite formations."

TAX EXEMPTION FOR NEW HOME-BUILDING OPERATIONS.

IN an attempt to solve the housing problem, privilege has been gained through the Maryland Legislature for Hagerstown and Washington County to allow county and municipal tax exemption for a period of five years on new home-building operations. Washington County is in a rich agricultural region and is one of the most prosperous counties in Maryland, and Hagerstown, its county-seat, is a thriving community, making substantial industrial progress. The people of that county are to be congratulated that they have leaders who had the foresight and energy to carry through legislation which if availed of by the county and municipal authorities will encourage home building and add to the prosperity of their section.

At various times the MANUFACTURERS RECORD has advocated the adoption of some method or plan of tax exemption in part or in whole for a period of years on new building work, and especially on new buildings, as a means of stimulating business and industrial growth of communities.

The act of the Maryland Legislature provides for a five-year tax exemption on county and municipal taxes on all housing facilities and dwellings not to exceed in cost \$5000 for one family, buildings and apartments if for more than one family to be exempted at the rate of \$5000 for each family apartment or suite of rooms. No exemption of the land upon which such dwellings are erected will be allowed, however. Charles J. Ogle, secretary of the Maryland Tax Reform Association, writing on the Washington County plan for tax exemption, states that the passing of this act means that builders of \$5000 homes in Hagerstown are in effect to be offered a bonus of something over \$100 a year for five years, or a total of some five or six hundred dollars, provided, of course, that the county and local authorities avail themselves of the powers conferred upon them by the Legislature. For apartment-houses the same offer would be made for each family apartment, so that a building with 12 apartments assessed at \$60,000 would receive an abatement of something like \$1200 a year, or a total allowance of \$6000 for the five-year period. In the county the allowance would be about \$50 on a \$5000 home and a 12-family apartment building would receive a total abatement of about \$3000.

"Under the act," he states, "the town authorities have the power to determine what classes of property shall be taxed for local purposes. If their tax rate is limited by the town's charter, the act gives them the power to raise the rate sufficiently to cover any loss of revenue in case they decide to exempt certain classes of property. A number of towns have taken advantage of these provisions by either wholly or partly exempting all buildings and personal property and raising their revenues from site values alone.

"Such a plan directly encourages building and business activity generally by promising immunity from taxation for all time. Locations become more desirable under these conditions, so that they easily bear the increased taxes.

"Old tax methods actually discourage building and make it easier for owners to keep their lots idle than to develop them.

"The Washington County plan is good as far as it goes, and its results will be watched with interest by the rest of the State."

WHY HOTELS CLOSE.

To The Sun and New York Herald:

A news item says "Another big hotel is to pass out of existence as such because of the demand made by business for quarters in the central part of the city."

Is it not a fact that hotels are being converted into office buildings on account of the Eighteenth Amendment and the Volstead act? Isn't it also well known that the liquor sales in the case of many hotels pretty nearly paid the rent? And, furthermore, were these hotels not more popular when alcoholic drinks were being served than they have been since July 1, 1919? Is it not the dry business that causes the change?

New York, May 26.

PERRY LUKENS.

The writer of the foregoing letter in the New York Sun was hard pushed for an argument against prohibition.

If he knows anything at all about the situation in New York, he knows that office room is at a premium and that it is well-nigh impossible to secure an office anywhere in New York from 42d street down to the Battery, and the prevailing rate is about \$6 per square foot, or two to three times the rates prevailing a few years ago. There is an incessant demand in New York for more office room, and it cannot at present be supplied, even at these exorbitantly high figures. No wonder there is a tendency to turn into office buildings any large structure, hotel or otherwise, which can be made available. Surely New York has not suffered by the prohibition amendment when there is such an unprecedented demand for office room in that city at two or three times the rate formerly paid.

TRACTORS AID FARMERS BEHIND WITH SPRING PLOWING.

INTEREST in the use of power machinery on the farm would no doubt be greatly stimulated if farm tractor and other farm power machinery manufacturers and dealers generally would emulate the example set by a tractor company in Alabama recently. Because of the late wet spring, many farmers are behind with their spring plowing and will be unable to prepare all of their land for seeding. A Tuscaloosa (Ala.) tractor concern has offered to plow the land of the farmers of that locality who are behind with their farm work, the plowing to be done at actual cost of operation.

A proposition of this kind cannot but do good. The tractor people get the benefit of having the farmers become familiar with their machines and learn to appreciate the value of power machinery in farm work; the farmers get their late plowing finished at cost in double-quick time, and the public receives the benefit of the added farm supplies that would not otherwise be produced.

TRYING TO CATCH THE LABOR VOTE.

A CHARITABLE construction would be that unless he were a very sick man no President within a few days after sending a plea to Delaware legislators to vote for woman suffrage for the **good of the Democratic party** would send another telegram denouncing Congress by saying:

"It must be evident to all that the dominating motive which has actuated this Congress is political expediency rather than lofty purpose to serve the public welfare."

Who taught Congress to play politics and to act for "political expediency" sake? Moreover, it must be remembered that many of Mr. Wilson's pet projects were vigorously opposed by Democrats, and hence in denouncing Congress he denounced many men of his own party. But today it seems that almost anything will be done if it will help catch the labor vote, and both parties are guilty. Mr. Wilson's statement was correct, but unfortunately he was an efficient teacher in showing both parties how to play politics.

ARE PRO-GERMANS AND LIQUOR PEOPLE INFLUENCING EDUCATION?

A VERY suggestive question was recently raised by the Herald and Presbyterian of Cincinnati which, referring to the retirement of Dr. Charles W. Dabney as president of the University of Cincinnati, intimates that pro-German and liquor interests were largely responsible for bringing this condition about. On this point, the Herald and Presbyterian says:

"The retirement of President Charles W. Dabney of the University of Cincinnati is announced. A rule recently adopted retires him at the age of sixty-five. We understand that he is the first professor to be retired under the rule, and we are asked why such a rule should be adopted at this time.

"Dr. Dabney is not incapacitated by age. He is a vigorous man, competent, efficient and loyal to the Government and to the Evangelical faith. Under his administration the university has prospered, and the question why he should be retired is one in which all citizens of the city are interested.

"Our attention has been called to certain extracts from documents marked 'Senate Report (Sixty-sixth Congress, First Session, Document No. 62) on the Brewing and Liquor Interests and German Propaganda, Hearing of the Judiciary Committee of the United States Senate.'

"One of these extracts is a 'copy of resolutions adopted by the campaign committee of the German-American Alliance, February 15, 1915,' and sent to the directors of the university. It sets forth that 'Dr. Dabney makes false and misleading statements about a country whose descendants support the university in a financial way and also furnish a large percentage of the students,' and asks that 'the board of trustees of the University of Cincinnati be requested to dispense with the services of Dr. Dabney as president of the University of Cincinnati at the expiration of his present term.'

"There is also copy of a letter to Dr. Dabney, signed by John Schwaab, president, and a committee, charging him with 'attempts to foist his dangerous notions, personal fallacies and national antipathies upon the community.'

"Dr. Dabney's retirement under ordinary circumstances would be a matter of public interest only, as it meant the loss of a useful public servant. But his retirement as the result of attacks because of his patriotic utterances before and during the war, and his temperance sentiments, is a very different proposition. The loyal friends of the university are entitled to information as to the purpose and influence of the documents we have quoted and other documents in the same line in the 'Hearings of the Senate's Judiciary Committee.' They are entitled to know what weight anti-American, infidel and intemperance influences have had in bringing about the retirement."

In a letter to the MANUFACTURERS RECORD, Dr. Alexander L. Bondurant of the University of Mississippi, in sending this clipping, says the facts are accurately set forth, and he adds, "It is high time that men like Dr. Dabney be allowed to speak their mind in high places without molestation from the politicians. I trust you may see fit to bring this case to the attention of the thousands that read your paper."

Dr. Dabney is a Southern man, long identified with Southern educational work, and at one time Assistant Secretary of Agriculture, and under his administration that department accomplished great things. Some years ago he was called to the presidency of the University of Cincinnati. If his retirement is, as indicated by the Herald and Presbyterian and by Dr. Bondurant, due to his criticism of the liquor interests and of Germany, then things have reached a sad pass in Cincinnati and in this country when the liquor interests and pro-Germanism can force out of a great educational institution a man of such conspicuous ability as Dr. Dabney. He is honored by the hostility of such interests. Their friendship would be a disgrace.

Six of the leading colleges of the South, at the request of the American Cotton Association, have installed complete commercial courses. Under the supervision of the best experts obtainable, special courses will be given on the business side of production, that is, the handling and marketing of agricultural productions, especially the handling, marketing and grading of cotton.

Failure of Dye Bill Would Be Severe Blow to National Safety

[Special Correspondence Manufacturers Record.]

Washington, June 7.

Sixty-three of the most important manufacturers of dyes and related products have sent to Washington and had read into the Congressional Record a formal protest against the misleading reports tending to show that the object of the dye bill was to create an American monopoly or trust, and showing conclusively that failure of the bill, while it might not ruin such powerful units as the DuPont interests, would be fatal to the smaller manufacturers, on whom, to a great extent, the nation would be obliged to rely in time of peril.

The DuPonts also furnished to Senator Wolcott and had read into the record an authorized copy of their contract with the Levinsteins, which, Senator Thomas had asserted, was an agreement to divide the world between two great trusts. The DuPonts made the following explanation of the reason for the contract and why it had been of great value to the nation:

This contract owed its existence to the growing realization in the year 1916 throughout the world; and particularly in the Allied countries, that there was imperative necessity to at once build up some sort of a bulwark of protection against the giant German monopoly in dyestuffs. Conditions in the dye industry immediately preceding the war differed greatly in Great Britain and the United States. In Great Britain, by reason of the so-called working provisions of the patent laws, the Germans were compelled to and did erect important dye factories in which were installed the elaborate and complicated apparatus necessary to produce the dyes covered by the British letters patent which they had secured. In the United States, on the other hand, no such German factories had been erected, the building of factories and working of patents not being requisite under our patent laws, the only exception being the small operation of the Bayer Company at Albany. The Germans almost uniformly followed the policy of keeping manufacture in their own country and building in the United States under the patent laws an elaborate patent wall which effectually prevented anyone from entering into the business in a manner sufficiently complete to offer any serious competition with their business.

When the British entered the war their Government promptly seized the German dye factories with appurtenant apparatus. By this act the British had possession of well equipped plants capable of producing at once substantial quantities of dyes. The British thereupon assumed themselves of a dominant position in the industry by transferring the German factories thus seized to the then strongest chemical organization in the Kingdom, Levinstein, Limited, thereby enabling themselves to lay plans for securing the markets theretofore controlled by the Germans in other parts of the world, including the United States.

At the same time, the United States (dependent for half a century on the output of German dye factories, and cut off from supplies by the war) was threatened with disaster to her entire textile and other dye-consuming industries.

Why?

Because even had the German patents filed in this country been available to us, as they were later, when we entered the war and sized them as alien property, the information disclosed in such patents would have been of little or no use to our citizens without the apparatus necessary to be used in connection therewith, which was available to the British in the factories which they had seized.

In this emergency, the DuPont Company (realizing the imperative need of a more rapid development in the industry than could be accomplished by even extraordinary efforts along usual lines of research work) sought to secure some of the advantages acquired by the British in the seizure of the German plants.

The DuPont Company was equipped with a chemical and engineering organization, second to none in magnitude and attainment, and had available unequalled laboratory facilities ready to embark in the dye business. The American chemical industry had the organization, the brains, and the capital necessary for this business, but it was hopelessly handicapped by not possessing adequate fac-

tory equipment and manufacturing knowledge for putting into operation the technical knowledge in its possession.

The DuPont Company, therefore, entered into the negotiations with Levinstein, Limited, the only source then available from which the needed information could be obtained. These negotiations resulted in the business agreement to exchange information which Senator Thomas has characterized as a monopolistic conspiracy. This was accomplished by the DuPont Company sending practical engineers and technical men to England to bring back such practical working plans and information as would place the DuPont Company in a position to give to the American consumer all the advantages secured to the British consumer through the seizure of the German plants. For this the DuPont Company was forced to pay a large cash consideration. By the terms of the contract, the parties undertook to exchange information from time to time as developments were made in the industry, each party paying to the other therefor on an ordinary royalty basis.

The immediate effect of these negotiations was to secure for America the "Know How" so urgently needed in this country and which enabled the DuPont Company in a comparatively short time to produce and make available to American consumers substantial quantities of dyes equal in quality to any manufactured by the Germans.

The contract showed that Levinsteins and DuPonts had agreed as to territorial rights "in respect to all patented inventions and secret processes." It was pointed out that through patents any company can have absolute sales rights of the patented product throughout the world, and that the contract merely was an agreement whereby the one company would permit the other, on payment of royalties, to manufacture under patents for specified territory.

Adjournment of Congress without enactment of the dye bill, but with the Trading With The Enemy Act still on the statute books, together with a small deficiency appropriation whereby the War Trade Board will continue to function, means that, if the Administration wishes, it can continue to protect the dye industry during the summer and until Congress does finally act on peace.

Following is the protest signed by sixty-three of the most important manufacturers of dyes and related products, which was sent to Washington and read into the Congressional Record:

"During the recent debate in the United States Senate on the Bill H. R. 8078 to protect the coal-tar chemical industry of the United States, there was some rather vigorous comment on alleged contract relations between the DuPont company and one of the large English concerns engaged in the manufacture of dyes. It was asserted in that connection that there was imminent danger of building up an American dye monopoly if the bill should become a law.

"This comment was widely published in the press of the country, and yet nothing could be farther from the fact. Nothing also could be more unfortunate for a self-sustaining coal-tar chemical industry in the United States than the creation of such an impression in the public mind.

"It may have been aimed at one or two manufacturers, but it hits the entire American coal-tar industry. On the other hand, dyestuffs are not the only important coal-tar products.

"We, the undersigned, American manufacturers of dyestuffs, dyestuff intermediates, drugs, photographic materials, synthetic tanning materials, insulating materials, coal-tar aromatics and synthetic rosins, register our protest.

"There is no desire to create a dyestuff monopoly. The public mind and opinion should be set right, and this should come from the United States Capitol, and not from the managers of one or more political factions."

Clear this matter right, right now, on the following misunderstood points:

1. That we are positive that no such danger exists and most emphatically state that every one of the undersigned, representing the various manufacturers, is independent of the other, and that there are no combined interests amongst us; we have at no time planned

the creation of a monopoly. Furthermore, we are independent. We aver that none of us have any interests whatsoever in the DuPont Company, nor has the Du Pont Company any interest in us.

2. That for several years we have been and still are manufacturing coal-tar chemicals or dyestuffs and that all of us together have been instrumental in building up a large coal-tar chemical industry in this country and during the war have aided the Government in carrying on warfare successfully.

3. If the present bill is not passed in suitable form, the large manufacturers might be able to stay in business for a long time, because they can produce staple goods on a large scale, this being the kind of products that the European manufacturers would keep away from for a time. The small concerns who are manufacturing mostly specialties, either in dyestuffs or other coal-tar chemicals are going to be hit first, because the Germans are going to deliver specialties first and in that way are going to force the little man out of business in a very short time. Even now the small manufacturers are hampered by not being able to get proper financial backing. The bankers cannot be blamed for their cautiousness, for the reason that they have learned through the papers and otherwise that the coal-tar chemical industry cannot exist without proper and complete protection. The fact is that small producers of specialties in the coal-tar chemical line are suffering now, not so much by actual importation of coal-tar chemicals, but by the promise of the importers to deliver at lower figures.

4. If we should be left with nothing but a tariff between us and the competition of the German trust, the small manufacturers would stand no chance. The struggle for the market in our products would depend entirely on financial strength. Whatever duties might be levied the Germans could well afford, with their advantages in costs and experience, and with the aid of the rate of exchange, to pay them. By sacrificing, or rather investing in this way a sum so small as to be negligible compared to the capital which the German trust has at stake, they can drive us all out of business and then get their money back in their old habitual way by raising prices. A tariff alone will give only the big fellow a chance to survive, and can hardly save even the biggest. The present Senate bill gives us an even chance, and we, therefore, urge its prompt enactment.

5. It must be remembered that when the United States got into the war we had a 2½ years' start in the production of coal-tar chemicals for explosive purposes. These were previously supplied to the Allies, who later became our associates in war. Were it not for this start, when the war broke out, we never would have been able to accomplish the task which we undertook and which finally ended the war in victory for America.

6. It is well to remember that chemical plants deteriorate rapidly, and are suitable for the scrap heap unless run continuously. Therefore, we manufacturers of coal-tar chemicals urgently ask that the Senate and the House of Representatives give the matter of the coal-tar bill immediate attention for the purpose of safeguarding the interests of the country's national defense, as well as the interests of the undersigned representatives of American industries.

7. The manufacturers, of which this is a representative list, emphatically state that, unless due protection is given to the industry, that they will not be able to finance their businesses successfully, and will, therefore, be forced to abandon the plans laid out for the further development of a self-contained American coal-tar chemical industry.

8. Any disputes, differences of opinion or controversies which have arisen or which might arise between the representatives of the Du Pont interests, or any other single company with any legislator or group of legislators should not be held against the entire coal-tar chemical industry. It would be unjust and unfair. We, the independent manufacturers of coal-tar chemicals, forming the backbone of this American industry, should not be made to suffer for any misunderstanding between factions at our expense, at the expense of national safety.

9. The viewpoint of the undersigned is that the danger of the coal-tar chemical monopoly in this country is far-fetched and imaginary. This imaginary danger, no doubt, has been created by the importers of coal-tar chemicals and dyestuffs to safeguard their own selfish interests at the expense of the welfare of the American people.

10. Were the peace treaty signed, or a separate treaty with Germany entered into tomorrow, the American markets would within a short time be flooded with cheap wares dumped by foreign countries. There apparently are individuals who are attempting to mislead Congress by misrepresentation and thereby are manipulating dilatoriness in passing the bill, in the hope that such procrastination will bring it up for action at a time too late for effectiveness, and thus a self-contained American coal-tar chemical industry will be killed without the full knowledge of the American people, why, and by whom, this was accomplished.

11. It has been rightly stated time and again by chemists, scientific men and other influential men in this country, that the coal-tar bill is of utmost national importance, and that in order to protect and safeguard the interest of the country that the coal-tar chemical and dyestuff industry should and must be protected in a satisfactory manner. This is understood and acknowledged by the entire Senate and House of Representatives. We must have action or perish.

12. In view of the foregoing facts, it becomes imperative that protective measures be now passed, the industry must know whether there is a future, otherwise the industry is doomed to failure.

13. We, as manufacturers, who have tied up our resources in the coal-tar chemical and dyestuff industry for everybody's welfare, demand that suitable protection be given to this industry and that a suitable bill be acted upon in this session, and without further delay.

14. The chemical plants, if only tariff protection is given, will have to return to pre-war conditions; that is, simply as assembling plants for German-made goods.

15. The coal-tar chemical business in general, and the dyestuff business in particular, is an individualized business. It requires personal attention, personal acquaintance and personal contact with the consumers and, therefore, cannot be easily monopolized by or transferred to any one of the larger concerns in such a short time as the bill provides.

16. It took the German Cartel 40 years to build up a successful coal-tar chemical monopoly, and we feel that, even if there was a danger of building up an American monopoly, would it not be better to encourage an American monopoly, which is subject to the control of our Government, than be servile to a German monopoly over which our Government has no control whatsoever?

17. We might state, however, that the danger of monopoly in this country is remote, because all we are asking is proper protection for a limited period in order to give the American coal-tar chemical manufacturers sufficient chance to perfect organizations for the purpose of keeping the United States out of the clutches of the foreign monopoly, which is in existence now and in that way safeguard the welfare of the country—live and let live.

18. At the war's beginning, American manufacturers of textiles pressed the dyemakers to increase their facilities to produce more dyestuffs, professing at the same time their former short-sightedness in not encouraging the passage of suitable tariff legislation.

19. The relative cost of labor considered, the American manufacturers cannot successfully compete with the Europeans. We have recently been informed by a Swiss chemical manufacturer that their labor conditions were bad, their help being paid from \$10.50 to \$12 (60 francs) weekly for skilled labor. The American workers for the same class of labor receive 50 cents per hour; this based on the Swiss ten-hour day equals \$30 per week. And, our worker corresponding to their \$13 per week help, receives 65 cents to 75 cents, or about \$40 a week. The German labor is paid even less.

20. American chemical makers find it now difficult to market their products, since the importers are holding out inducements to their customers in the promises of early delivery, of low-priced German and Swiss chemicals. This, of course, is well-planned propaganda, estimated to influence the minds of the reading public, of the customer and the Senator alike.

21. The weal of the American people and the country's safety should not be made subservient to petty squabbles of political factions. That is a wrong. When we small manufacturers do not fear the effects of a monopoly, why should the Senate fear it? We feel that neither factional squabble nor personal animosity were reasons sufficiently potent to withdraw the Senate's action on the Longworth bill.

Mexican Guayule Rubber Industry to Be Revived.

Torreon, Mexico, June 4.—[Special.]—Revival of the guayule rubber industry on a big scale is now in sight. Several rubber manufacturing plants in the Torreon region that have been closed down for five to eight years are to be placed in commission as soon as they can be overhauled and the necessary supply of raw material obtained to assure that they may be kept in constant operation. It is predicted that there will be a number of new manufacturing plants built as soon as it is definitely settled that the country is free of revolutions and banditry. The available supply of guayule shrubs from which the crude rubber is obtained is greater now than at the time the industry was started, more than 16 years ago. This is due to the fact that the cut-over lands, especially those upon which the shrub was cut off at the roots, have within the last few years reproduced a crop of the shrub that is more bountiful than the original growth. Some of the crude rubber manufacturers have also met with much success in seeding vast tracts of open land with the shrub, and the crop produced by this means is now ready for harvest, it is stated.

At the time the revolutionary period began, 10 years ago, the guayule rubber industry in this part of Mexico, and extending northward to the Rio Grande, had assumed a place of great importance. The exports of the crude rubber from the Torreon consular district had reached an invoice value of \$60,000,000 gold a quarter when the internal strife caused a general shutting down of the industry. At that time the rubber manufacturing plants were owned chiefly by the Madero family and the Continental Rubber Co. With the end of the Madero period of government in Mexico and the exiling of all but one member of that family, all of the manufacturing establishments owned by them were closed. The factories of the Continental Rubber Co. were also shut down. At intervals some of these factories were operated by the Carranza government for its financial benefit.

According to men who are prominently identified with the industry, there are millions of acres of virgin guayule-producing land in Mexico, which, together with the supply that may be obtained by propagating the plants, insure a perpetual industry, with the probability that it may be increased enormously. When cut off at the roots the shrub reproduces itself in four to five years. It grows from the seed to commercial size in about the same length of time.

Following the discovery that the guayule shrub contains a high percentage of crude rubber, the owners of lands upon which this wild shrub grew in profusion made enormous fortunes from the sale of the raw product. The guayule shrub had always been a despised species of vegetation, due to the fact that when goats or sheep were pastured upon such land the animals were wont to eat the twigs of the shrub, and as a consequence there quickly accumulated large rubber balls in their stomachs, often resulting in their death.

Crude guayule rubber is shipped chiefly to the United States, where it is mixed with tree rubber and used largely in the manufacture of automobile tires.

The Shipping Board: Past, Present and—to Be

[Special Correspondence Manufacturers Record.]

Washington, June 7.

The "Merchant Marine Act of 1920," as the shipping bill is officially entitled, is now an accomplished fact. After twelve months of study Congress finally put this important piece of legislation through just 15 hours before the end of the session. It was signed by President Wilson in less than half an hour before adjournment.

Far from perfect, the bill, nevertheless, is a real piece of constructive legislation. It represents a tremendous stride forward toward the development of a permanent American merchant marine, a merchant marine in fact and not in theory—a practical, working merchant marine; one, in short, that will carry the American flag and American products over the seven seas and restore to America her rank as a maritime nation—a rank lost when steam took the place of sails and when want of Government support caused the great days of the clipper ships to be followed by England's return to her maritime supremacy by the use of steam vessels.

There has been no end of enthusiastic talk about an American merchant marine ever since war necessities forced America to build ships, but it is only now that America is on the fair road toward turning that talk into action.

Now that Congress has done its duty to a reasonable extent, the whole responsibility rests once more upon the Shipping Board. This organization has been tremendously strengthened by the provisions of the merchant marine act. It has been given broad powers, and, unless the President changes his mind and calls an extra session of Congress, it will have six months in which to work out its problems before there is any chance of its being bothered by members of the Senate or House.

The Shipping Board was once described by Senator Wesley L. Jones, chairman of the Senate Committee on Commerce, as "an eruptive body." It was organized in 1916 with a membership of five. Since that time 13 different men have held positions on the board. There have been four different chairmen on the job in as many years. And so far as its under-officers are concerned, the board has given a fair imitation of a turnstile, so rapidly have men passed into and out of its most important positions.

The first chairman was William Denman of San Francisco. He ran a smooth course until General Goethals was made head of the Emergency Fleet Corporation in 1917. Goethals had not been in office long before he and Denman clashed. The breach widened to such an extent that President Wilson removed both and placed Edward N. Hurley of Chicago, then a member of the Federal Trade Commission, at the head of the board. Hurley was a valuable man for the war period. He was a good advertiser, a born "booster," and kept the organization hustling.

Realizing that his talents lay in other directions, Hurley resigned when the war work was over. He was not an expert on shipping and knew it. Furthermore, the time had come to reduce the board and the Emergency Fleet Corporation to a peace-time basis. The job lost flavor for Hurley, and he stepped out.

Suddenly, out of a clear sky, the President plucked John Barton Payne, another Chicagoan, although a Virginian by birth, from the legal department of the Railroad Administration and placed him at the head of the Shipping Board.

"How did you come to receive this appointment?" a friend of Judge Payne's asked him in a whisper.

"It was wished on me," replied Payne with characteristic brevity.

Payne's orders were to deflate the inflated organization. And he did it. As a performer of major surgical operations on swollen Government institutions Payne proved to be in a class by himself. Stroke of the pen followed stroke of the pen. And as each stroke was made a useless bureau or division disappeared. If the bureau or division held 300 employees it made no difference. The question was whether it was a useful bureau or division. The answer to that question was all that Payne asked. Weeping, wailing and gnashing of teeth ensued. Complaints reached the White House and boomeranged back to the board. Payne did not bother to dodge the shower of boomerangs. They hit him and bounced off.

But while he was busy reducing with one hand, Payne was

busy settling outstanding contracts with the other. Thousands of dollars' worth of cancelled contracts were got out of the way. Plans were laid for a campaign for the sale of Government ships.

Then, as suddenly and unexpectedly as he was appointed to the Shipping Board, Payne was removed. Franklin K. Lane had resigned from his post as Secretary of the Interior, and Payne was "kicked upstairs" into the vacancy. Payne frankly told the Senate Committee on Commerce at an open hearing that having to leave the board brought to him "a sense of personal disappointment." He has since described his present work as "an old man's job." Much routine and few fresh problems for his highly trained faculty of decision to work on.

Exit Payne and enter Admiral William S. Benson, more than 40 years a sailor and recent war-time chief of operations of the navy, now fourth chairman of the Shipping Board.

Of Benson's ability to swing the Shipping Board there has been no fair test. He came to it just after the completion of three years of extremely arduous work. No sooner had he begun preparing for his new work than he became involved in the Daniels-Sims controversy. Admiral Benson, as Admiral Sims was about to sail for London, told him, in the course of a private conversation, to look out for the British and not let them pull the wool over his eyes. At the conclusion of the war, in response to a request from Secretary Daniels for general comment, Sims walloped the Navy Department. An old-fashioned navy row was on. Inevitably it was taken up by Congress. Before a Congressional committee Sims "leaked" on the conversation he had had with Benson. Benson was drawn into the squabble, and he took it hard.

The day before he went before the Senate committee to testify Benson said to a friend:

"I nearly wore myself out fighting the war, and now I have got to go to Congress and fight it all over again. I have an unmarred record of over 40 years in the navy, and to have this come along now is hard."

"It is only hard if you take it hard, Admiral," replied the friend.

"Well, I do take it hard," said Benson.

In addition to this outside trouble, Benson found the board in a bad condition. Payne had been cutting down and had just reached the point where he was to have begun to rebuild when he was yanked away. To Benson was left the job of reorganization.

Right off the bat he lost a good commissioner in Thomas A. Scott of New London, Conn., who went back to his private business. Other valuable men in various positions were getting out. Steadily the organization was being disrupted. There were but three commissioners on the job. Then, in the latter part of May, Commissioner Raymond B. Stevens announced his intention of leaving.

Upon the recommendation of Judge Payne and Admiral Benson, the President sent to the Senate the name of Martin J. Gillen of Wisconsin to fill one of the two existing vacancies. Senator Jones held up Gillen's name, primarily because the President had failed to nominate a Pacific Coast man along with Gillen. Jones is insistent that the Pacific Coast be represented on the board, and has a candidate of his own in the person of Judge John Shackelford, an admiralty lawyer of Seattle, whom everybody says is a competent man.

Now the new law is in effect and a new board has to be chosen.

This means that once more the immediate future of American shipping hangs on what action the White House takes. For the past year much of the responsibility has rested with Congress, since we had no avowed shipping policy, and it was the duty of Congress to write that policy. But Congress has done its part, and eyes must now be turned toward the White House for the next move.

In view of this, let's check up on the board as it now stands.

The best friends of the Shipping Board will have to admit that at no time since it came into being has it been in as bad condition as it is today. On June 14, when the resignation of Mr. Stevens goes into effect, there will be but two members of the board. Admiral Benson is one and John Donald of New York is

the other. Mr. Donald is the only original member of the board left. He was appointed and took office in January, 1917. He is a Scotchman by birth, a naturalized American citizen, and for years owned and operated the Donald Line. His sons now attend to that.

Under the new law the President must appoint an entirely new board of seven members, the board having been increased by two. The present board is wiped out, except that the law provides that incumbents shall continue to hold office until the new board is named.

For this reason it is more or less useless at this time to enter into criticisms of actions of the existing board. Present bad conditions are due to a multiplicity of causes. Lack of necessary legislation covers some of them. That lack has been remedied. Constant resigning and failure of the President to make appointments are also responsible. But it is not so much what is the matter with the board now as it is what the President will do by way of picking good men to put it on its feet that is the absorbing question.

There are at work on the President today influences which want a strong board—as strong a board as can be chosen. Fortunately, there are two men in the Cabinet capable of giving him excellent advice on this score. It is understood that he will be largely guided by them in making his selections.

One of these officers is John Barton Payne. The other is Joshua W. Alexander, Secretary of Commerce, and the man whom every man connected with shipping who has so far expressed an opinion to the writer is praying to have placed on the board.

The Merchant Marine act provides that of the seven members of the board two shall come from the Atlantic coast, two from the Pacific coast, one from the Gulf, one from the Great Lakes, and one from the interior. Not more than four shall be of the same political party, and no two shall come from the same State. This gives every section of the country a look in. It takes care of all shipping sections and gives the great Middle West a representative.

The Middle West has never taken anything but a sentimental interest in American shipping, and it would not be easy to find a man from the interior who has that love of the subject which is an essential factor in any one really competent to do good work on the Shipping Board. In Judge Alexander, however, every element necessary for valuable service on the board is present. For many years he was a member of the House Committee on Merchant Marine and Fisheries, and for eight years its chairman. Big shipping men from New York, labor leaders, shippers, small independent operators and farmers, all have absolute confidence in him. An avalanche of appeals already has been started toward the White House for his appointment on the board. Senator Jones and Representative Greene are both supporting him vigorously.

As to other members of the board, there is nothing but mere speculation to be heard at this time. Judge Shackelford seems to stand an excellent chance for one of the Pacific Coast positions. It seems probable that Admiral Benson will be reappointed. Whether Commissioner Donald will be placed on the new board is problematical.

Senators and Congressmen who participated in the framing of the Merchant Marine act are brutally frank concerning the personnel of the board. Under the law appointments are to be made for terms of one, two, three, four and five-year terms at first. As they expire appointments will be made for six-year terms. The long term was created by Congress in the interest of permanency in membership. During the discussion of the bill in conference it was agreed that the Senate Committee on Commerce, to which nominations for membership on the board are referred, should fight the confirmation of any nominee whom its members consider not actually qualified for the work. Senator Jones has given his word to put the acid test on every man named and to do all in his power to see that good men only are confirmed.

"The board can make or mar the American merchant marine," said Senator Jones in a statement given the MANUFACTURERS RECORD on the day Congress adjourned. "We have given the board broad powers. We have given it plenty of money. We have laid down a definite sales policy. We have done all that we could do, in handling so vast a subject in one legislative measure, to enable the board to build up our merchant marine. We stand

ready to give further aid whenever it is necessary. And we have the right to ask that big men be placed in charge of this work. Congress must look to the Shipping Board for advice on legislation. They must study their subject, must keep their fingers on the pulse of the world's commerce and tell us what to do. Can weak men do this?"

"I have an abiding faith in the future of the American flag on the seas, but for the present the problems involved are out of the hands of Congress. The answer is squarely up to the executive branch of the Government, and we are praying that American shipping will receive from that branch the attention it deserves."

Costly Blunders by Seekers After Foreign Trade.

Fort Smith, Ark., May 18.

Editor Manufacturers Record:

It has been urged that the United States follow the example of Great Britain and Japan in sending exhibit ships abroad to display American goods in foreign ports. Before such exhibit ships are sent, or, at least, coincident with such an undertaking, it appears highly advantageous that our exporting industries, particularly those just about to enter export trade, should have definite, practical knowledge of custom requirements of the different foreign countries, exchange and credit conditions and especially packing requirements for safe ocean travel.

Three actual incidents which happened with reference to the attempted establishment of United States trade just before the war illustrate the need of better and more thorough basic knowledge before export trade is undertaken:

1. Goods from a number of important manufacturers in the United States arrived in Brazil in such a damaged condition from bad packing that breakage made these shipments a direct loss.

2. Advertising matter and directions were printed in Spanish instead of Portuguese, which created an almost insurmountable prejudice in Brazil.

3. In at least one instance, a shipment from one of our large fire-arms manufacturers contained, as a gratuitous addition to the order, a collection of colored and gold embossed advertising literature. The unanticipated duty charges on this character of advertising in Brazil made this shipment disastrous to the consignee.

Either the Federal Government or manufacturers' organization should furnish prospective exporters with definite information and warning, so that safe packing and shipping practices would be observed, and custom and credit conditions understood.

RAY GILL, Secretary,

Business Men's Club.

Increased Petroleum Production, With Heavy Depletion of Stocks.

Production of petroleum continued to increase during April, according to reports filed with the Geological Survey. Northern Louisiana led in the increase, but the gain credited to that area is due chiefly to the withdrawal from producers' storage of a large amount of Homer crude which was produced in previous months but not heretofore credited to production. Gains in daily average are also reported for Kentucky and Wyoming and for the Texas Gulf Coast fields. Continued falling off in production in the Central and North Texas fields, however, caused a decrease for the State of Texas as a whole. Moderate increased production in Kentucky and Tennessee caused those States to outrank Ohio and almost to equal Pennsylvania. Slight declines in the daily rate of production are reported for the other States.

Stocks were depleted by 724,000 barrels. As in recent months, the chief losses are reported from the California and the Gulf Coast fields. Stocks of Mexican petroleum held in the United States by importers also continue to decrease. Almost 200,000 barrels were added to stocks of Mid-Continent crude, and slight gains in storage are reported from Wyoming and Kentucky.

Imports decreased slightly in April, although during the first four months of the year more than 8,000,000 barrels of Mexican petroleum have been imported in excess of the record of a year ago.

Estimated total consumption of domestic and imported petroleum, including exports, continues to increase, and the daily rate of consumption for April was more than 380,000 barrels greater than for April a year ago.

Shipbuilding Activities at Mobile an Important Factor in Development of World Port

By GEO. L. CLINTON, Alabama Dry Dock & Shipbuilding Co., Mobile, Ala.

The shipbuilding and ship repair business, with its big activities and big achievements, is closer to the American people today than any other American industry. It is vital and full of human interest.

The Alabama Dry Dock & Shipbuilding Co. is not a "war baby," but was formed in 1917 by the consolidation of several separate plants that have been long in the business, and is managed by men of ability and mature experience. It is a Mobile concern, financed by Mobile capital and operated by Mobile men.

The plant and general offices of the company are located at Mobile, a safe, land-locked, fresh-water harbor, 30 miles from the Gulf of Mexico, with a straight 30-foot channel. The Alabama Dry Dock & Shipbuilding Co. owns and operates its own dry docks, marine railway and launching ways, and, with its recently-built 10,000-ton Donnelly type sectional floating dock, has given to the port of Mobile increased dry docking facilities and opened the channels to business that will further increase its importance in the ship repair industry, and establish Mobile as an adequately equipped world harbor.

This plant has a fully-equipped machine shop, foundry, pattern shop, pipe shop, blacksmith shop, angle and bending shop, plate and boiler shop, coppersmith shop, mold loft, sheet metal department and electrical department with electrical supplies of all kinds in stock. The dry dock department has six landing ways, seven dry docks, marine railway, and is equipped with traveling cranes, planing mill and woodworking machinery, joiner shop, spar yards, etc. The machine department has a complete modern equipment of a size and design to handle quickly any-sized job, and an able force of efficient mechanics always available for emergency work. In the foundry are two large cupolas for casting gray iron, with a daily capacity of 14 tons, and three brass furnaces of 1000 pounds capacity. The pattern shop has ideal facilities for making all kinds of accurate, highly-finished patterns. The blacksmith shop has 12 forges, two heavy steam hammers and necessary equipment, which enables this department to be ready at all times to execute any job on sawmill, locomotive, factory or marine work of any description.

The plate and boiler department covers about four acres of ground fronting on Mobile River, and has three launching ways with four derricks. It was on these ways that the company recently built three steel vessels, with engines complete, for the United States Navy. The buildings of this department have

a floor space of 50,000 square feet under cover, and are amply equipped with modern machinery and appliances for the fabrication and construction of steel ships, boilers, plate and sheet metal, structural steel and coppersmith work. Besides the stationary electrical equipment, this department has two floating electric

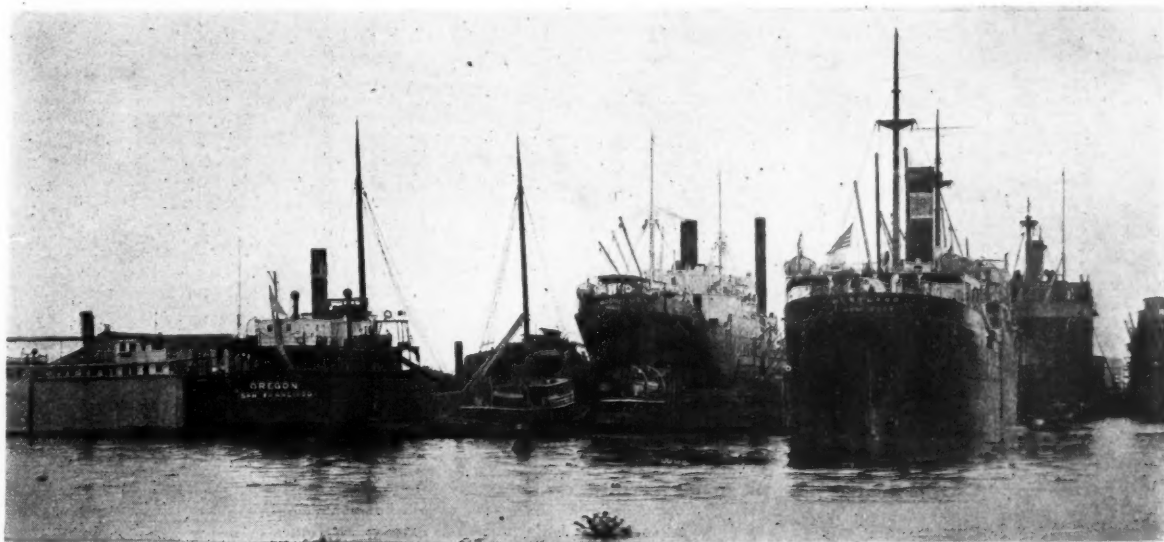


10,000-TON SECTIONAL FLOATING DRY DOCK.

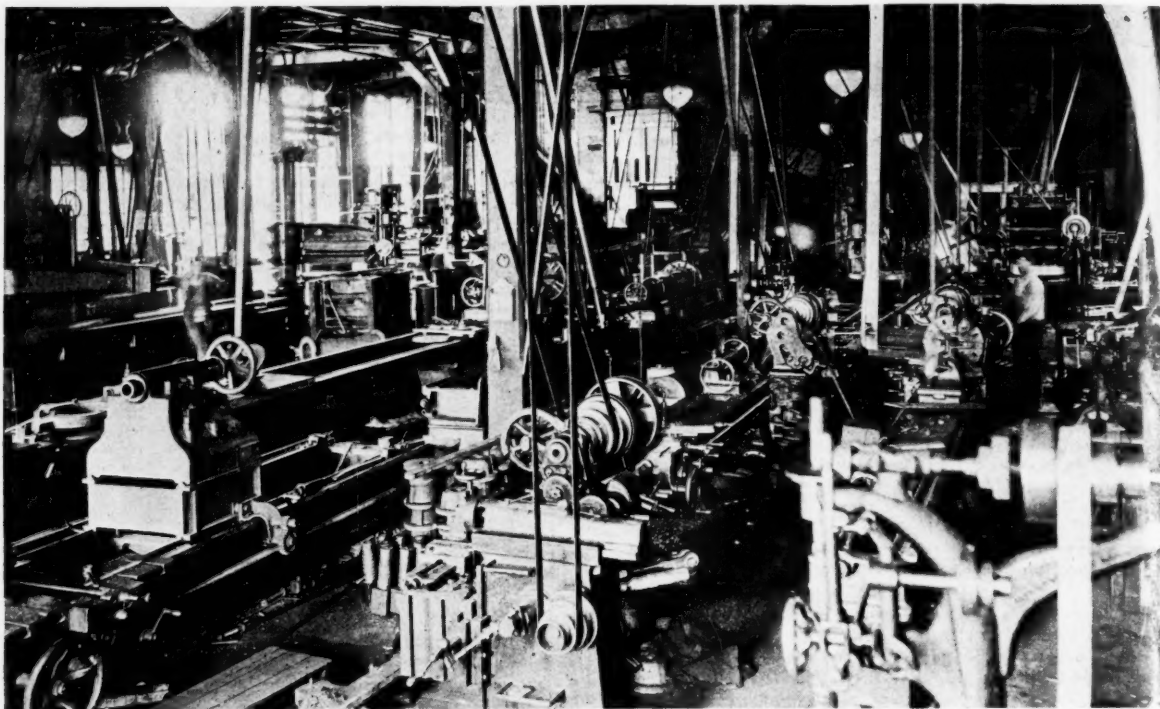
welding barges, and portable acetylene welding outfits. The plant is equipped with two large air compressors, which pipe air to all parts of the works for the operation of a large assortment of pneumatic machines and hand tools.

The company carries on hand a large stock of ship plates and other material used in the building and repairing of ships, while the close proximity of the large steel rolling mills at Birmingham enables it to procure on short notice plates, bars, angles and other steel material.

The employees of the company are residents of Mobile, and, as many own their homes, they consider the company's interests their interests. The "square deal" policy of the company toward



SOME REPAIR JOBS AT THE PINTO DEPARTMENT OF THE ALABAMA DRY DOCK & SHIPBUILDING CO.

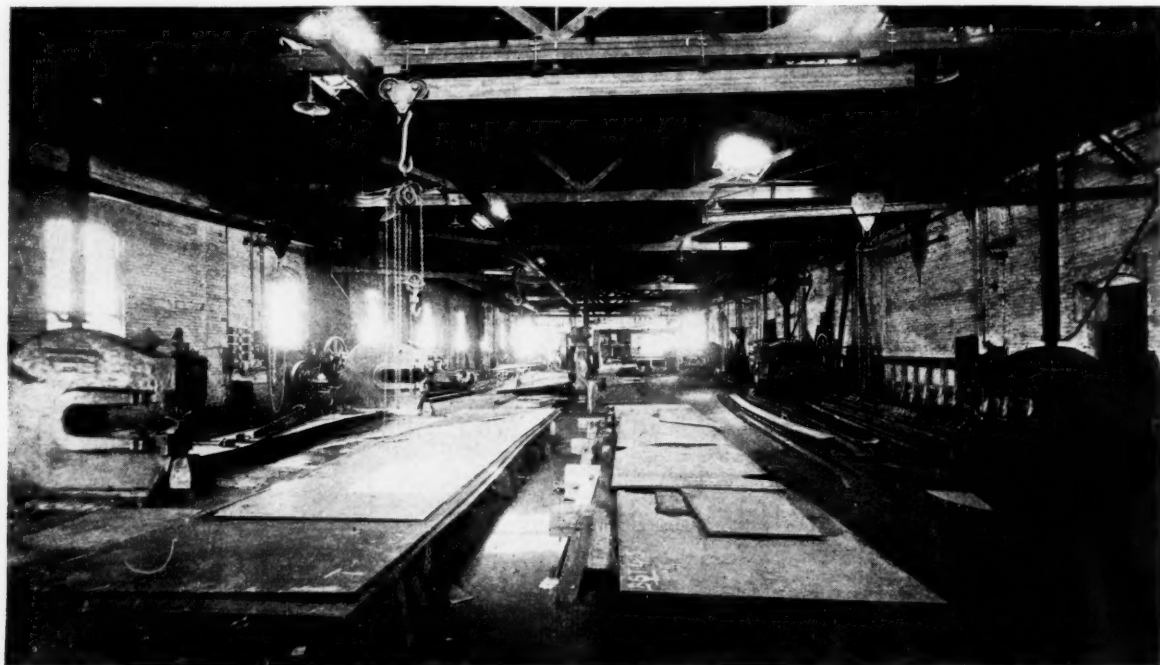


VIEW OF PART OF MACHINE SHOP.

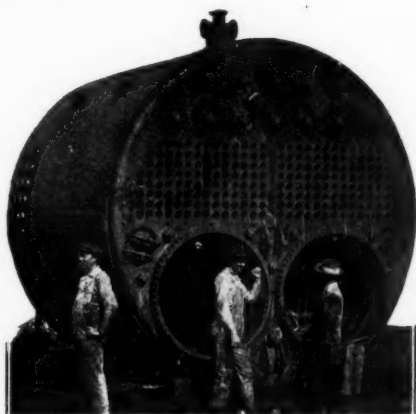
its customers and its employees has had the effect of building up a dependable working force of craftsmen.

The Alabama Dry Dock & Shipbuilding Co. received and completed the following war contracts: Repaired and installed Donnelly buoyancy boxes in the interned Austrian steamer Lucia for the United States Government; built two complete wooden ships, the S. S. Banago, launched July 4, 1918, the first wooden ship delivered in the fifth district, despite the fact that vessels in other yards were in frame before the ways were started on which

the Banago was built, and the S.S. Alta, officially accepted June 17, 1919; built three sea-going mine sweepers, the Swan, the Whip-poor-will and the Bittern for United States Navy; a contract to build and operate for the Shipping Board a 10,000-ton Donnelly type floating dry dock; built complete two steel sea-going coal barges of 7500 tons capacity, the U. S. Darien and the U. S. Mamei, for the Panama Canal. The U. S. Darien was launched August 30, 1919, and is now in active service carrying coal to the Panama Canal. The U. S. Mamei was launched 90



VIEW OF ONE END OF PUNCH SHOP AND PLATE AND BOILER DEPARTMENT.



SCOTCH MARINE BOILER BUILT FOR U. S. S. MAMEL.

per cent complete May 1, 1920, and is now at the outfitting dock and will soon be ready for delivery to the Panama Canal representatives. The company in addition built the three-masted schooner Rena A. Murphy for private account.

The above work was carried on along with the regular repair work without a hitch, which will give an idea of the efficient



14,000-POUND CASTING FROM THE FOUNDRY.

organization of the plant. On these contracts the lines were laid and molds and templates lifted in a modern mold loft, which covers 15,000 square feet of floor space. The plant has direct connection with the Louisville & Nashville Railroad, main line, with spur tracks and locomotive cranes for the expeditious handling of material and machines and transportation of same to any part of the plant.

Big Creosoting Plant for Port Wentworth.

Details have been determined and all contracts awarded for the Port Wentworth plant of the Savannah (Ga.) Creosoting Co., organized several months ago. This plant will have an annual capacity of 30,000,000 feet of lumber, and its facilities will include two steel cylinder 180x8 feet, two 50-ton steel locomotive cranes, 40-ton switch locomotive, three steel tanks 50x30 feet, three 25x25-foot tanks for creosote oil, 45x30-foot tank for fuel oil, oil pumps, air compressors, vacuum pumps, etc., for treating timber by the Rueping and full-cell process. Woodson W. Simmons of Louisville, Miss., will be the engineer in charge, and this will be the fifth plant he has built for the Labrot interest, S. W. Labrot of New York being president of the Savannah Creosoting Co. F. S. Bishop is treasurer and general manager, with office at Savannah. Previous reports referred to the machinery of this creosoting plant as estimated to cost \$500,000.

NEW YORK FIGHT FOR FREEDOM.

The Open Shop the Issue Upon Which the City's Future is Staked.

New York, June 5—[Special.]—An effort to end a tie-up of freight at this port that has cost millions of dollars is under way here, backed by the Merchants' Association, and financed by voluntary contributions from business establishments of the city. A Citizens' Transportation Committee, headed by William Fellowes Morgan, one of the leading business men of the city, who gave up a trip to Europe to lead the fight, has active charge of the plan of campaign.

The trouble here began late in February with a strike of coastwise longshoremen. The men, dissatisfied, they said, because they were paid lower rates than deep-sea workers, demanded an increase which managers of the coastwise lines found impossible to pay because of the fact that the five coastwise companies are losing money. Since the strike one of the companies, the Old Dominion, has abandoned coastwise business altogether and put its fleet into deep-sea commerce.

Steamship managers said they were willing for the men to have more money, but it was financially impossible to grant any increases without higher rates, which are now being sought from the Interstate Commerce Commission. Shortly after the strike began, non-union workers were employed and succeeded in setting the trade in motion again.

Here a new difficulty arose. Union members of truckmen and chauffeurs refused to move any freight loaded or unloaded by non-union longshoremen, and immediately millions of dollars' worth of freight began to pile up.

This included quantities of foodstuffs of a perishable nature, which were lost to the city at a time when a concerted effort was one to bring down high prices. The loss was felt in increased prices.

Port difficulties here drove much business to other cities, and after a careful investigation the Merchants' Association decided to establish an independent trucking service and set about to raise \$500,000 for the purpose. Later this was increased to \$5,000,000, and it was determined that the fight should be made a straight-forward one for "open-shop" principles.

While declaring that they are not in any sense hostile to good labor unions, the members of the Association state that such action as that taken by the truckmen in refusing to handle freight unloaded by non-union members is part and parcel of the "Big Union" movement, and, carried far enough, would mean a complete industrial breakdown. The truckmen, it is pointed out, have no direct affiliation with the longshoremen, and are presenting grievances at this time.

Contributions have poured in to aid the merchants in their fight, and indications are that the sympathy of the business community, weary of the long and disastrous freight tie-up, is with the Citizens' Committee. The unions are expected to fight, and further strikes may follow.

Both sides express themselves as determined to see the thing through, regardless of the cost.

Enlarged Program for Stone Mountain Memorial.

The proposal made a number of years ago to carve a great memorial to the Confederate dead on the face of Stone Mountain, Georgia, the enormous granite mass some 16 miles east of Atlanta, has been revived in recent months on a much broader scale. It is now planned to have the monument include all wars in which men of the South have participated, and cover the achievements in these wars of the entire South. An active campaign has begun for funds with which to carry out the greatly enlarged program.

It will be recalled that Gutzon Borglum, the great American sculptor, designed the monument, and that his conception called for massive figures of the warrior commanders, 50 feet in height, the whole design to be several hundred yards long.

The granite property is owned and controlled by Sam P. Venable of Atlanta, and includes about 2200 acres. The president of the Stone Mountain Monumental Association, which is directing the movement, is Mrs. James A. Rounsaville of Rome, Ga., and the first vice-president is Miss Alice Baxter of Atlanta, Ga.

New Sections Coming Into Prominence as Possible Sources of Oil Supply in Texas.

Austin, Tex., June 5—[Special.]—Although the big production of the Central West Texas oil field has overshadowed the progress that is being made in petroleum development operations in South Texas, the latter territory is coming more and more into prominence as a possible source of future large oil supply. In the shallow producing area of Starr and Zapata counties, with 18 and 25 miles of the Mexican border, new wells are being constantly drilled, thus widening the proved territory and adding gradually to the production. The capacity of these wells averages only about 10 barrels a day, but the product is of a very high lubricating grade, it is asserted. The pay sand is found at a depth of 160 to 200 feet. Already there are more than 20 producing wells in that far South Texas field. The Garcia Oil Co. has just awarded a contract for drilling 25 additional shallow wells in Zapata county, just across the line from Starr county. It is the practice of the companies operating in that part of the State to locate the wells in groups in order to enable them to connect the wells up and pump from one plant. No deep test has as yet been drilled in that section, but several wells are now under way with that object in view. Former Governor W. C. Renfro of Oklahoma and associates are drilling several wells in Zapata county.

It is now proved that in the excitement attending the early development of the Desdemona and other Central West Texas fields many wells were ruined by inexperienced drillers. It is stated that in the Desdemona field alone several hundred such wells that were abandoned by reason of belief on the part of drillers and owners that they were "dusters" are now known to be in proved territory and only require a little working over to give forth a good flow of oil. Because of this knowledge of the possibilities of the abandoned wells more than 500 of these "dusters" have recently been purchased from their original owners by experienced operators. The wells will be either drilled deeper or shot with nitroglycerine. In many instances wells have already been brought into a state of production by the exercise of these measures. In all parts of the Desdemona field oil development operations have been renewed. The Niagara Oil Corporation, the Victoria Oil & Gas Co. and the Nelson Oil Syndicate are among the concerns that are now largely interested in increasing their production in that field.

There promises to be a big play in lease speculation and oil development in the southern part of Brewster county, in the far upper border region of the State. Earlier reports of the bringing in of a well in that county at a point about 52 miles south of Alpine have been confirmed, but in the absence of storage facilities the finishing of the hole has been temporarily deferred. It is stated, however, that it is standing several hundred feet in oil, the product being of a high light crude grade. Geologists are not surprised that production is found in that part of Texas, as the structure has long been known to be favorable to the existence of petroleum. This well, which is owned by the Presidio Oil Co., is more than 600 miles from the nearest production. It is within about 20 miles of the Rio Grande. The nearest railroad point is Alpine, 52 miles away, but there is a good wagon and automobile road connecting the two points. As a result of this discovery leases for miles around the well have advanced enormously in price. The intrinsic value of the land, aside from its possible oil wealth, is very small, ranging from \$1 to \$2 per acre.

In the Breckenridge field of Stephens county interest has been centered chiefly recently in the well of the Plateau Oil Co., which has a daily production of about 5000 barrels. Many wells in this comparatively new field are now down close to pay sand. That its output will mount up rapidly for some weeks to come is practically assured. It is now showing an increase of production of about 10,000 barrels a week.

Another oil pool that is believed to have big possibilities has been discovered in Wichita county, about five miles northwest of the Waggoner field. The well there was brought in by the Burk-Cameron Oil Co. Many locations have been made for wells in that section, and development operations will soon assume a big play.

In the Sipe Springs shallow field the daily production now amounts to about 1800 barrels, with 45 wells drilling.

There is no lessening of development work in all of the older

fields of Central West Texas, and wildcatting is in progress on an extensive scale in every county where production has been found, to say nothing of the more remote parts of the State where the matter of striking oil is altogether a gamble.

Suggests Restriction of Domestic Crude Oil Exports.

After making an investigation into the causes of the advance in prices of gasoline, fuel oil, kerosene and other refined oil products, the Federal Trade Commission, in its report to Congress, made among other recommendations the following:

While the production of crude oil in this country is still on the increase and the present sources of supply appear to be adequate for some time to come, the probable gradual decline of crude oil production in this country in the not remote future, according to the general prediction of geologists and the men engaged in the industry, makes it seem the part of prudence to encourage those engaged in the oil industry in this country to develop production in such foreign countries which have oil resources as are most available for furnishing supplies of oil, and that such enterprises should be given all proper diplomatic support in obtaining and operating oil-producing property.

In view of the excess of present consumption over production from domestic sources, and the increase of exports despite this deficiency, it seems that the natural resources of the United States are being depleted more rapidly than would be the case were the products of these resources applied first to domestic needs, and that the diminution of stocks on hand, due to export, contributes to an increase in cost to the domestic consumer. We suggest that the Congress consider whether the situation does not indicate the advisability of its consideration of restriction upon the exportation of domestic crude oil and its products.

Big Future Predicted for Warrior River Service.

Birmingham, Ala., May 31—[Special.]—So much interest has been aroused in the Warrior River transportation plans, through the development of Birminghamport, subscriptions to the capital stock now being completed in Birmingham, that statistics are out as to possibilities in freight carrying and the ultimate benefit this district will enjoy. Henry T. De Bardeleben, manager of the Warrior River division of the Mississippi-Warrior Waterways navigation under control of the Government, has sacrificed a large proportion of his time during the last two years and longer in bringing about the development that soon will be in full realization. Enlisting the friendship and support of Gen. Frank T. Hines of the War Department, transportation division, the Warrior River development may see further extensions that are already contracted for.

The present craft on the river consists of the towboats Volcano, Clio, Darling and Nugent, each with a capacity of 4000 tons per month, a total of 16,000. Five gas-driven self-propellers with a capacity of 1500 tons each add 7500 tons to the aggregate or about 23,500 tons per month.

The new craft, to be in full operation between now and September 1, will include three towboats, Cordova, Demopolis and Montgomery, with capacity three times of present boats, a total one-way monthly of about 31,500 tons; the four new self-propellers, Tuscaloosa, Birmingham, Mobile and Bessemer, each with capacity of 6000 tons. The aggregate service by September 1 should be around 67,000 tons capacity per month, and then the other craft to be finished after that time, enumerated, however, in the above, will be around 79,000 tons per month. With an increase in the amount of water, estimated by increasing height of locks, by January 1, 1921, a monthly capacity of old and new craft is estimated at more than 1,250,000 tons. A large percentage of the tonnage on the river right now is coal, and will continue as further development of coal lands on the river is proposed. The steel towboats are being built at the Howard Shipbuilding & Dry Dock Co. at Jeffersonville, Ind., and the self-propelled barges at the plant of the St. Louis Boat & Engineering Co. Shippers in both directions are guaranteed a saving of at least 18 to 25 per cent in freight. Steel containers are under construction with which to handle freight and protect against inclement weather conditions.

The possibilities of the Warrior River transportation facilities are not to be underestimated.

Activities of Department of Agriculture Vital to Nation's Welfare Affected by Reduced Appropriations

By E. T. MEREDITH, Secretary of Agriculture.

[At a time when the nation should concentrate its greatest efforts upon the development of agriculture in order to prevent a real food famine in the near future, Congress unwisely reduced the appropriations essential to adequate pushing of the work of the Department of Agriculture. Secretary Meredith, whose vision of agricultural needs is most keen and who understands the whole situation as no other Secretary of Agriculture for many years, sums up in the following some of the effects of lessened appropriations by Congress, which will affect every food consumer in the country. If ever there was an illustration of shortsightedness on the part of Congress, the mere recital by Mr. Meredith of some of the evil effects of this policy is seen in this case.—Editor Manufacturers Record.]

The agricultural appropriation bill for the fiscal year beginning July 1, 1920, as recently passed by Congress, carries approximately \$6,000,000 less than the estimates made by the department as to its needs, and \$2,185,000 less than the amount provided in the appropriation act for the current fiscal year. Although the effect of reduced funds on the work of the department was laid fully before Congress while the bill was under consideration, this serious reduction has been made apparently on the ground of economy. I do not believe it is real economy, however, because it will certainly hamper the department in its efforts to aid the farmers of the country in doing their work of feeding and clothing the people, and will also handicap the department in administering some of the important regulatory laws entrusted to it for enforcement. Among the projects or activities to be curtailed or discontinued, in so far as the department has any discretion in the matter, have been determined only after a very thorough and careful review of the whole situation, taking all the factors into consideration.

There is a reduction of \$304,000 in the appropriation for the Bureau of Animal Industry as a whole, and this will affect many important lines of work. For example, we have this year \$446,865 for field work in connection with the eradication of hog cholera. The amount appropriated for next year is only \$192,200. There was a time when the annual losses of hogs from this disease amounted to 144 head to the 1000. Since the eradication campaign was launched, however, the losses have never exceeded 67, and they have been as low as 42 per 1000. It is perhaps not too much to say that the eradication work is saving farmers of the United States \$40,000,000 a year.

The eradication work, so far as Federal assistance is concerned, will have to be completely abandoned in several States. The force of men in the field helping farmers to save their hogs from cholera will have to be reduced from 140 to about 54.

The appropriation for the investigation of animal diseases has been reduced by \$14,400. Among the studies that will be reduced are those on stock poisoning by plants, anthrax, tuberculosis, round worms of sheep, internal parasites, cattle ticks, mange mites and other external parasites. These studies are now being conducted by the branch of the department that made the fundamental discovery relating to the cattle tick which causes Texas fever, perfected the vaccine cure for blackleg, discovered the cause of hog cholera and the method of prevention, and worked out the formula for arsenical dip in eradicating cattle ticks.

Dairy Investigations Curtailed.

The appropriation for dairy investigations has been reduced by \$12,750. That appears to be a small sum; nevertheless, we are accomplishing a great deal with it, and the reduction will make it necessary for the department to abandon its cow-testing work in the States of Ohio, Indiana, Iowa, Minnesota, Nebraska, Pennsylvania, West Virginia, Rhode Island, New Jersey and Connecticut.

It must discontinue, also, the work it now has under way to improve the quality and increase the use of dairy products in the States of Iowa, Kansas, Mississippi and Louisiana. As a result of the discontinuance of the work, the farmers in the States affected will probably lose this year many times \$12,750, and so will the farmers of other States into which the department would have sent its trained cow-testing association experts during the next fiscal year if Congress had appropriated the same amount of money that is available this year.

Discontinue Work in Tick-Free Areas.

The Department of Agriculture has eradicated the cattle-fever tick from approximately 70 per cent of the territory that it formerly occupied. It was felt that the Government should not leave the area freed of this pest to haphazard livestock development, but that it should follow up the tick eradication with an educational campaign to help the people to profitable cattle production. We now have a fund of \$50,000 for that work. Half of it is devoted to dairy extension—assisting farmers in improving their methods of feeding, furnishing plans of dairy buildings and silos, giving instructions in the raising of calves, and aiding in the purchase of dairy cattle. The other half is used for demonstrations in general livestock production. The result has been the establishment of a dairy industry along the best lines in the areas freed from ticks and a steady increase in the number of beef cattle.

Congress did not appropriate anything at all for that work next year. Therefore, all Federal activities along the specialized line of livestock production demonstrations in tick-free territory will cease, and beef-cattle specialists will be dispensed with in the States of North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi, Louisiana, Arkansas, Oklahoma and Texas. Dairy specialists also will be dispensed with in North Carolina, South Carolina, Mississippi, Alabama, Arkansas and Oklahoma.

The Southern States have demonstrated their ability to breed, feed and produce cattle that, in many instances, have carried off the sweepstakes at our International Livestock Exposition at Chicago and other stock shows. Therefore, the livestock industry of the South should by all means be encouraged and supported in every way possible.

Foot-and-Mouth Disease Fund Small.

Congress has reduced the appropriation for combating foot-and-mouth disease by \$950,000—from \$1,500,000 to \$550,000. Foot-and-mouth disease is one of the most destructive livestock scourges known to veterinary science. It has six times made its appearance in the United States, but we have always been able to stamp it out. It exists in many of the European countries, and is likely to appear here again at any time. If it does appear, the eradication work will have to be very prompt and very thorough or the disease will get out of hand and cause enormous losses.

Cereal Field Stations to Be Closed.

The funds provided for the Bureau of Plant Industry are approximately \$375,000 less than the amount appropriated this year. The appropriation for cereal investigations, for example, has been reduced by \$80,000. This means, first of all, that the field stations for carrying on this work will have to be closed in North Carolina and Tennessee; at Amarillo, Tex.; Archer, Wyo.; at Highmore and Brookings, S. D.; Nephi, Utah; Burns, Ore., and Lind, Wash.

Cereal-Disease Work Affected.

The extremely important studies that are being conducted on flax diseases, rice diseases, Oriental downy mildew of corn, stripe and blotch disease of barley, soil-infesting rots of corn roots, stalks and ears, and wheat scab will be greatly reduced, and investigations of many less important diseases will be practically discontinued. I will give just one illustration of what these cereal-disease investigations mean. During the past two years our specialists have discovered that corn-root rot and wheat scab are caused by the same fungus; that corn rot causes many miss-

ing hills and barren stalks; that it sometimes causes early ripening of apparently sound, but really diseased, ears which, because they are early, are saved for seed. Then they have shown that it is possible to detect the disease-carrying kernels by germination tests and so prevent the use of infested ears for seed. They discovered also that this same fungus is responsible for part of the heavy spoilage of canned corn known to commercial canners as "blacks," and they have shown how this loss may be prevented by testing sweet-corn seed on the germinator and rejecting the diseased ears. This is only one among hundreds of lines of work carried on at these stations which must be abandoned or curtailed.

The appropriation for Western irrigation agriculture has been reduced by \$20,000. That means, first of all, that the department will have to abandon its stations at San Antonio, Tex.; on the Umatilla Reclamation Project, Oregon, and on the Newlands Reclamation Project, Nevada. These stations have been of great benefit to farmers on irrigation projects in the working out of methods for the most satisfactory crop production under the varying conditions of the different projects. Closing them means the loss of the trained men who have been operating them and of the increasingly valuable information secured from their work.

This work was undertaken as a matter of simple justice to the farmers who had settled on the irrigation projects. The irrigated lands include something over 15,000,000 acres. One and one-half million acres are included in projects in which the Government has already invested more than \$100,000,000 in construction work. The settlers are undertaking to repay that money to the Government. The stations that we now have to discontinue have been equipped gradually to provide facilities for making the irrigated farms profitable to the settlers, who could then repay the Government for the money it has spent.

Dye Investigations Cut 30 Per Cent.

The appropriation for color investigations in the Bureau of Chemistry has been reduced by \$30,020, or more than 30 per cent below the funds available this year. When the world war began the United States was practically dependent upon Germany and Austria for its dyestuffs. The color laboratory a few years ago began investigations which are rapidly putting this country on a self-sustaining basis in the dye industry, and which have already resulted in the granting of sixteen patents. One achievement will serve to illustrate the importance of the work. Phthalic anhydride is used in the preparation of more than 300 chemicals, many of them of great commercial importance. Germany had enjoyed a practical monopoly on it, and at one time it sold as high as \$7 a pound. The work of the color laboratory has made possible the manufacture of the product in the United States at 45 cents a pound. American manufacturers are turning out enough of the material to take care of all domestic needs and are supplying Switzerland and some other foreign countries in direct competition with Germany. This alone has enabled the American manufacturers to start a new industry, and it has already more than returned all the money appropriated for the color laboratory since it was first organized; and yet it represents only one line of work of the laboratory. There are fifteen other lines that have resulted in important developments.

Forest Experiment Stations Closed.

The appropriation for forest investigations has been reduced by \$28,728. Here are some of the things the country will lose as the result: It will lose at least three of the four forest experiment stations on the Western national forests, located at Priest River, Idaho; Colorado Springs, Col.; Flagstaff, Ariz., and Stabler, Wash. Much of the work dealing with maintaining and reproducing the forests in the East and South, where the problem of forest devastation and future timber supply is most acute, will have to be abandoned. Nothing whatever can be done in the Lake States or in the Northeast. Hardly a start can be made on urgent problems connected with the rapidly waning supply of hardwoods in the Central States and the Appalachian regions. Studies of the growth, yield and future use of the vast areas of yellow-pine lands in the South will have to be abandoned. Little progress can be made in the general survey of national forest resources and in studying the economic problems inseparably connected with the development of a comprehensive forest policy.

Crop Estimate Projects to Be Discontinued.

The appropriation for the Bureau of Crop Estimates has been reduced by about \$53,000. This means the discontinuance of all special service except the regular monthly crop reports on acreage, condition, and production of staple crops. It means that the services of crop-reporting specialists on cotton, tobacco and rice will have to be dispensed with, and these three crops last year had a farm value of nearly \$3,000,000,000. Loss of the rice specialists will directly affect the farmers in the States of Louisiana, Arkansas, Texas, South Carolina and California. The value of the work of the tobacco specialists, which will be discontinued, is well known to the farmers of Connecticut, Pennsylvania, Virginia, North Carolina, South Carolina, Wisconsin, Kentucky, Tennessee, Ohio, Maryland and Georgia. Through the loss of the cotton specialists all the cotton-growing States will be affected. Special estimates on the commercial production of fruit and truck crops, which had a farm value last year of nearly \$500,000,000, will have to be discontinued. The commercial apple estimates are said to have been worth at least \$1,000,000 to the apple growers alone last season; and the estimates of the commercial surplus production of potatoes are reported to have been worth more than \$100,000 to the growers of a single county in Minnesota last season.

Pink Boll-Worm Fund Reduced.

The appropriation for the eradication of the pink boll-worm of cotton has been reduced by \$100,000. The pink boll-worm possibly is the most destructive enemy of cotton in the world. It has inflicted tremendous damage to every cotton-producing country on the globe, with the exception of the United States. It is present in this country in a few counties in Texas and in three parishes in Louisiana. With the full co-operation of the States concerned, the opportunity now exists to eradicate it. If it is not eradicated now it will inevitably spread over all the cotton-growing territory in the United States, and will undoubtedly cause enormous losses.

The Department of Agriculture is pursuing the only program that promises success. The work is already well under way, and the prospects for complete eradication are distinctly favorable. Half-way measures will almost certainly mean money and work wasted. Such work cannot be adjusted so that it will cost a fixed sum. It must be maintained on a basis which will insure the accomplishment of the end aimed at. It is like fire control or the maintenance of levees. It cannot be dropped and later taken up again. As soon as vigilance is relaxed the opportunity for control is lost. The reduction in the appropriation will make it impossible for the department to prosecute its efforts to eradicate the pink boll-worm on the scale which the experts think necessary in order to insure success.

Market News Services Curtailed.

The appropriation for the market news services on fruits and vegetables and on livestock and meats has been reduced by \$58,680. These services have been endorsed by a large number of representative agricultural associations and by thousands of individual producers, commercial firms and others. To conduct them properly the department formerly had 17,000 miles of leased wire in operation. On account of decreased funds its wire mileage already has been cut to about 5000, and must be still further reduced under the limited appropriation. The Pacific coast, the intermountain region, the South and Southwest, which during the past year have been largely deprived of the benefits of the news services, have suffered further reductions in the last month. This is particularly unfortunate, since all these sections, relatively remote from markets, are in urgent need of accurate and dependable market information.

The service rendered the public from most of the large market centers, especially Boston, New York, Philadelphia, Pittsburgh, Chicago, Omaha and Minneapolis, must be curtailed to such an extent that wide dissemination of information regarding market demands, supplies and prices will be impossible. Forced consolidation of present leased-wire facilities will result in confusion and delay on account of congested wires. It will be necessary to eliminate all livestock market messages during the forenoon to Eastern points on the leased wire from the Kansas City, Omaha and East St. Louis markets; and it will be necessary also to delay, until the day's trading has commenced, the transmission

to the great livestock markets of the West of all reports of prices in the Eastern wholesale dressed-meat markets.

Reduction in Food Products Inspection Service.

The food products inspection service, during the few years it has been in operation, has prevented the loss of thousands of dollars to the producer. It has practically eliminated the commission man in the important markets who used to buy on a gamble and then reject the shipment if prices declined before it was received. It has made it possible for shippers and other interested parties to obtain reliable reports on the condition of their products when received in the markets. Terms and conditions of sale are stated with greater clearness and precision. The chances of misunderstanding are reduced, and the reports indicate to the shipper whether or not the stock was correctly graded, packed and labeled. The service facilitates the distribution of farm products, hastens the release of cars, and prevents deterioration and waste caused by the delays incident to disputes.

There is urgent need for the expansion of this service, but, with the reduced appropriation, not only is expansion impossible, but retrenchment is unavoidable. Butter-inspection work can be conducted in only four of the large markets, and the inspection of certain other commodities specified in the law, such as hay, cannot be handled at all. We had expected to establish offices for the inspection of fruits and vegetables in such cities as Hartford, Conn.; Louisville, Ky., and Norfolk, Va., but this cannot now be done. It should be borne in mind in this connection that the food products inspection service at the present rate of progress will collect in fees this year about \$58,000, which will be turned into the Treasury.

Curtail Grain Standards Work.

The Department of Agriculture is charged with the duty of enforcing the United States Grain Standards act. The appropriation for this purpose will be reduced by nearly \$50,000 on July 1, although it is now barely sufficient to enable the department to carry on the work in the most satisfactory way. This legislation being mandatory, and not permissive, imposes upon the department certain duties which it cannot avoid, and the decrease of already inadequate funds necessarily embarrasses the department and makes it difficult to enforce the law in the constructive manner which the public has every right to expect. To carry out the provisions of the Grain Standard act it is necessary, of course, to maintain an organization covering the entire United States. This requires the maintenance of a relatively large number of branch offices, and these, in the larger markets, must be manned by forces sufficiently large to handle effectively and expeditiously the great volume of work which arises automatically through the operation of the law.

The appropriation for surveying soils, so that the farmers of the country may know the character of the soil on their farms, and that the department and State colleges may be in position to help them in solving their soil problems, has been reduced by \$17,500.

Forest-Insect Control Affected.

The funds available to the Bureau of Entomology for combating insect pests have been curtailed by \$247,000. The amount provided for forest-insect investigations, for example, is \$7590 less than the sum appropriated this year. This will make it necessary, first of all, to abandon the field stations at Colorado Springs, Colo., and Ashland, Ore., and the substation at Chico, Cal., and also to reduce the work at the field laboratory at Los Gatos, Cal. All work in the Northwestern United States on the investigation of insects injurious to forests, forest products and shade trees will be discontinued. Work in the Southeastern States relating to insect infestation of cut timber and forest products will be abandoned. Plans to enlarge the work relating to chemical treatment for the prevention of white ants cannot be carried out. Generally speaking, the reduction will cripple the work of forest-insect control throughout the United States.

A cut of \$21,760 has been made in the appropriation for truck crop and stored product insect investigations, and Congress has directed that \$10,000 of the funds remaining be used for a new line of work. The project for the control of sweet-potato weevil, the most serious menace to a Southern food crop that was worth

last year \$138,000,000, will have to be considerably curtailed. The six States in which the weevil is known to exist are Texas, Louisiana, Mississippi, Alabama, Georgia and Florida, which produce more than 50 per cent of the crop. Means for the eradication of the pest have been devised and are being satisfactorily carried out in three States. In a fourth, Alabama, the weevil has been practically eradicated, only one locality reporting an infestation during the last harvest. This work, so well begun, must now be greatly reduced. The let-up in the active campaign will result not only in heavy monetary losses to the South, but lack of inspection and control operations may be followed by general reinfestation of the areas freed from the pest.

Other Activities Affected.

It is impossible, in this statement, to indicate in detail all the lines of work that will be affected by the reductions made in the department's appropriations for next year, and, of course, it does not take into account the projects which the department feels, as indicated in the estimates submitted to Congress, should be inaugurated or expanded in order to deal more effectively with important problems in the field of agriculture. Many important activities in addition to those mentioned will necessarily have to be curtailed, including investigations in the culture and improvement of forage crops, studies of livestock production in sugar-cane and cotton districts, work in the control of the potato-wart disease, field experiments in the various methods of road construction and maintenance and investigations concerning road materials, farm-irrigation investigations and farm-drainage investigations. A reduction of \$50,000 in the fund heretofore available for the essential improvement work on the national forests will also make necessary the postponement of much needed work in connection with the construction and maintenance of roads and trails, bridges, fire lanes, telephone lines, fences and other improvements necessary for the proper and economical administration, protection and development of the national forests.

All these reductions are much more serious than appears from a mere dollars-and-cents statement. A dollar, as we all know, buys much less of everything than it formerly bought, and also does considerably less work. Even if all the appropriations had been retained at the old figures, therefore, the department would have been seriously handicapped in carrying on its work effectively.

As Seen by the Farmer.

The wide margin which exists between the price paid to the farmer for his products and the cost of those products to the consumer is made the subject of some timely and interesting remarks by A. D. Culley of Lincoln county, Mississippi, in one of the newspapers of Memphis, Tenn. Mr. Culley is a farmer, and declaims any intent of registering a mere idle kick at any one class or set of men, but he does ask who gets the profit. He finds that when he sells a calf hide, which he says will make 10 pairs of calf-skin shoes, he receives only \$2.20 for the hide, while he goes to the retail store and pays \$12.50 for calfskin shoes. The same conditions apply when, selling corn and buying cornmeal, \$2 is received for the corn which sells for \$3.75 as meal, and so on down the line. If a farmer were to sell everything he raises on the market, and go to a retail store to buy what he lives on, groceries, feed and clothing, he would go to the poorhouse in less than a year, he says.

"What is the salvation of the farmer?" Mr. Culley asks. "Raise everything possible at home. If his money crop fails he can manage somehow, maybe. Don't forget, though, that he has the same thing to face that you do when it comes to sugar, coffee, rice, flour, shoes, sheets, towels and numerous other things."

Additional Steamship Service for Baltimore.

Passenger service between Baltimore and European ports, freight service over the same routes, and freight lines from Baltimore to Chilean and Argentine ports will be established by the United States Mail Steamship Co. of New York. This company is now planning to inaugurate initial service, and the first ship will sail from Baltimore early in September. It has the France & Canada Steamship Corporation as its unconditional guarantor.

Southern Ports Offer Shortest Routes for Exports of Central West.

Exporters of the Central West, who are experiencing delay in getting their shipments through the congested port of New York, will do well to study the accompanying table of distances. It shows the approximate mileage between different Central Western points to New York and their comparison with the shorter distances to various Southern ports charted to scale to illustrate graphically the relative shorter mileage to Southern ports. Before the war New York, with its many available ocean routes, appealed to exporters, but during the war and after many Southern ports have developed terminal facilities and established lines to foreign ports, which, with the shorter rail haul to reach tidewater, now appeal to shippers of the Middle West.

From Denver, Col., to New York city is 1926 miles. There are nine Southern ports closer to Denver than New York, the closest being almost 700 miles nearer. It is 1307 miles from Kansas City to New York. In like manner nine principal Southern ports are nearer Kansas City than Kansas City is to New York. If Kansas City should export by way of Port Arthur or Galveston between 400 and 500 miles would be saved in rail transportation. From St. Louis to New York the distance is 1052 miles, while from St. Louis to Mobile or New Orleans it is nearly 400 miles shorter. The distance from Chicago to New York is 908 miles, yet Mobile is about 50 miles closer and Baltimore is over 100 miles nearer. The port of Baltimore is closer to Indianapolis, Cincinnati and Pittsburgh by over 100 miles than is New York to those points.

The approximate mileage from Central Western points to New York, compared with the distance to Southern ports, is as follows:

Denver, Col., to New York City-----	1926 miles
Denver to Norfolk-----	1650 mi.
Denver to Charleston-----	1629 mi.
Denver to Savannah-----	1623 mi.
Denver to Jacksonville-----	1616 mi.
Denver to Baltimore-----	1789 mi.
Denver to Mobile-----	1474 mi.
Denver to New Orleans-----	1342 mi.
Denver to Port Arthur-----	1162 mi.
Denver to Galveston-----	1147 mi.
Kansas City to New York-----	1307 miles
Kansas City to Norfolk-----	1246 mi.
Kansas City to Charleston-----	1199 mi.
Kansas City to Savannah-----	1195 mi.
Kansas City to Jacksonville-----	1178 mi.
Kansas City to Baltimore-----	1146 mi.
Kansas City to New Orleans-----	878 mi.
Kansas City to Mobile-----	668 mi.
Kansas City to Galveston-----	617 mi.
Kansas City to Port Arthur-----	769 mi.
St. Louis to New York-----	1052 miles
St. Louis to Norfolk-----	867 mi.
St. Louis to Jacksonville-----	824 mi.
St. Louis to Charleston-----	820 mi.
St. Louis to Savannah-----	806 mi.
St. Louis to Baltimore-----	867 mi.
St. Louis to Galveston-----	849 mi.
St. Louis to Port Arthur-----	797 mi.
St. Louis to New Orleans-----	699 mi.
St. Louis to Mobile-----	657 mi.
Chicago to New York-----	908 miles
Chicago to Mobile-----	862 mi.
Chicago to Baltimore-----	782 mi.
Indianapolis to New York-----	812 miles
Indianapolis to Mobile-----	781 mi.
Indianapolis to Norfolk-----	775 mi.
Indianapolis to Baltimore-----	658 mi.
Cincinnati to New York-----	715 miles
Cincinnati to Norfolk-----	665 mi.
Cincinnati to Baltimore-----	665 mi.
Pittsburgh to New York-----	440 miles
Pittsburgh to Baltimore-----	314 mi.

A brick and concrete additional building, costing \$45,000, will be erected for the Barnhardt Manufacturing Co., Charlotte N. C., manufacturer of mattress felts.

What Course Will the President Follow in Recess Appointments?

Washington, June 7.—[Special.]—The decision of Congress to adjourn instead of recess makes it possible for the President to reappoint a number of men whose confirmations had not been acted on by the Senate, and under the law they will be authorized to take their seats.

There has been no intimation from the White House as to what the President will do in the case of the three appointees to the Interstate Commerce Commission—Duncan, Ford and Potter. Mr. Duncan's close affiliations with the American Federation of Labor and Mr. Ford's record as a professor in Princeton University, whose work has been chiefly theoretical, are understood to have prevented any action by the Senate on their appointments. Mr. Potter, on the other hand, has been considered one of the best appointments the President has ever made, and no reasonable explanation has been made concerning the failure of the Senate to confirm him.

While any or all of these three men could take their seats under recess appointments, they would be subject to confirmation when the Senate reconvenes. Their tenure of office, therefore, would be tentative, and it is doubtful if Mr. Potter, for instance, would care to make the sacrifices involved in view of the uncertainty. There has been a rumor in Washington that he would not.

The point has been made also that the hearings on the rate increases are already well under way, and that the injection of three new members into the situation, who would have to go back and consider the arguments *de novo*, might lead to interminable delay.

The present schedule of the Interstate Commerce Commission calls for a hearing of the lumber interests on June 19 as the last of the scheduled hearings. It has been stated that the aim of the Commission is to be able to announce the new rates about August 12, to be operative as from September 1. This would give the Commission little more than a month to digest the arguments before it, allowing a couple of weeks for the formulation of a report. There has been some reason to expect, however, that the Commission might announce blanket advances earlier, to save the Treasury from having to pay out large sums under the guarantee, which lasts until September 1. Were the advances to go into effect earlier, the roads would immediately begin to pay their way, and there would be no deficits to be met from tax funds.

Whatever the Commission does on the general rates, it seems certain that it will be involved in considering detail rate cases for many months to come. For instance, a significant feature of the shipping law is that it permits preferential railroad rates on imports or exports which are moved by American ships. This is a form of encouragement for the marine similar to that found to be so effective by Germany in pre-war days. It is assumed as a matter of course that the Interstate Commerce Commission will promptly authorize the preferentials, though there is no indication of what the amount will be.

Although the Commission has given assurances that it is not likely to lay embargoes on shipments of road-building materials, it has during the last week asked representatives of industries carrying heavy shipments to submit their views on the subject of priorities. This is taken to mean that the Commission is giving serious consideration again to the wisdom of establishing priorities. The sentiment of shippers in Washington is opposed to them, believing that they do more harm ultimately than good.

For 150,000 Daily Capacity of Bricks.

Bricks, tiling, sewer pipe, hollow tile, blocks and other clay products will be manufactured by the National Shale Brick Co., Martinsburg, W. Va., organized with \$250,000 capital. The company has purchased a 50-acre site upon which to build its plant, and the daily capacity for bricks will be 150,000. It has awarded general contracts for construction, including housing for employees, besides having ordered its equipment of machinery. The officers are: President, F. Vernon Aler; vice-president, Tracey L. Jeffords; secretary, Charles Lohr McGee; each of Washington, D. C.

Sugar Production in Florida of Increasing Importance to the State and to the Country

By JULES M. BURGUIERES, West Palm Beach, Fla.

The shortage of sugar is responsible not only for continued interest in the growing of sugar-cane in Florida, but also for a greater faith in the necessity of sugar production as against the syrup production into which the cane crop has so far gone. Of all the States in the Union, Florida more nearly approaches the tropics climatically, with a considerable part of a great area at its very door. The last report (1919) of the State Chemist shows practically every county of the State as a producer of sugar-cane. Official data from the office of the Commissioner of Agriculture shows an increase in cane acreage for the whole State of 117 per cent from 1910 to 1918. A visit to the State Fair held in Jacksonville annually convinces one of the great interest the various counties take in the industry through their sugar-cane displays.

The largest cane-producing counties of the State in 1918 were Jackson, De Soto, Gadsden, Hillsboro, Marion, Leon, Bradford, Alachua, Columbia, Polk and Brevard, practically in the order named.

The greatest increases in cane acreage since 1914 were in the counties of De Soto, Hillsboro, Marion, Brevard, Palm Beach, Columbia, Polk, Lafayette, Duval and Alachua.

The production of cane has been greater in the north and north-western part of the State. The increased acreage, however, shows a trend to the central and southern parts. The great amount of drainage work in these areas, resulting in improved land, has no doubt been responsible for a large part of this increase. It might be argued also that a new and undeveloped country would more easily go into cane than an older section where the high prices for present growing foodstuffs assure a continuance of the growth of those products in which the farmer is already experienced. The average Florida farmer, however, knows a great deal about cane. In the production of syrup from cane his superior could hardly be found.

The local syrup mill, in which at times various cane growers are interested, seems to be ready to develop into the small sugar mill. for the high price of sugar makes it uneconomic to sell the sugar content of syrup at the price of syrup when it brings a greater price as sugar. Necessary capital for the erection of the sugar-

making machinery, proper transportation and sufficient labor are the main requisites which are being given particular consideration.

The growing of cane in Florida has been solved. The sugar content of cane through proper determination has been found to justify sugar production, as witness the tests in one county, Palm Beach, covering the season of 1918-1919, where regular systematic tests were made. Previous year tests were equally as good, but tables are too lengthy to be given.

PALM BEACH COUNTY CANE TESTS—JUICE OF ABOUT 60% EXTRACTION.			
		Brix.	Sucrose. Purity.
1918			
December—			
7	Hammock Green Ribbon Stubble.....	16.83	14.22 84.5
7	Muck Land Stubble.....	16.71	13.84 82.8
7	Muck Land Plant Cane.....	14.83	11.26 75.9
7	Hammock Land Red Ribbon Stubble.....	17.35	15.22 87.7
1919			
January—			
4	D-74 Plant, Hammond's Field.....	16.3	12.70 77.9
4	D-74 First Year Stubble, S. S.....	16.8	13.76 81.9
4	D-74 St. Lucie Canal.....	17.9	14.79 82.6
4	Green Ribbon Stubble, First Year S. S.....	19.8	16.15 81.5
4	Red Ribbon Stubble, First Year S. S.....	19.94	17.83 89.4
10	D-74 Plant, St. Lucie Canal.....	18.95	16.18 85.4
10	D-74 Stubble, First Year St. Lucie C.....	17.9	15.14 83.1
10	Ribbon Stubble, First Year, Indiantown.....	19.6	18.56 94.8
10	Simpson Stubb, First Year, Indiantown.....	20.6	18.96 92.0
12	D-74 Plant, Hammond Muck.....	15.44	12.42 79.4
14	D-74 Stubble S. S. Muck.....	18.67	16.21 86.8
27	D-74 Plant, Loxahatchee.....	19.7	17.70 89.8
29	D-74 Plant Ranch, St. Lucie.....	16.8	15.34 91.3
29	D-74 Stubble Ranch, St. Lucie.....	16.8	15.12 90.0
February—			
12	Ribbon Stubb S. S., Indiantown.....	20.6	19.66 90.5
12	Green Ribbon Stubb S. S., Indiantown.....	20.6	18.48 89.7
12	D-74 Stubble, St. Lucie Ranch.....	16.6	14.39 86.7
12	D-74 Plant, St. Lucie Ranch.....	15.0	16.13 89.6
13	Kraemer Island.....	20.2	18.28 90.4
14	D-74 Muck Plant, Gaskin.....	18.1	14.79 81.7
14	D-74 Stubble Muck, S. S. W. P. B.....	19.1	15.94 83.4
14	D-74 Stubble Muck, S. S. W. P. B.....	19.1	15.94 83.4
March—			
1	D-74 Stubble Muck, S. S. W. P. B.....	18.1	14.91 82.4
5	D-74 Stubble Muck, S. S. W. P. B.....	18.8	16.46 87.6
10	D-74 Stubble Muck, S. S. W. P. B.....	19.0	16.91 89.0
10	Green Ribbon Stubble, Indiantown.....	18.6	16.46 88.5
10	Red Ribbon Stubble, Indiantown.....	20.2	18.98 93.9
10	Red Native Stubble, Indiantown.....	20.5	19.2 93.6

The muck tests given in the above table were from cane grown



SUGAR-CANE IN THE EVERGLADES IN PALM BEACH COUNTY, FLORIDA

in the Everglades. That great body of land seems to have immense possibilities which are more and more realizable as the work of drainage goes on.

In new great areas of development certain large owners of land are embarking in cane production with a view to assuring a proper supply of cane for the establishment of a factory. The efforts of the Pennsylvania Sugar Co. of Philadelphia in Dade county, near Miami, would be an apt illustration of this.

Various sections of the State through their syrup operations have reached that stage where it should not be very difficult to develop into a sugar unit and further establish themselves. Among many locations might be mentioned the Lindsay Syrup Mill at Vero, in St. Lucie county; the mill of Mr. A. D. Stevens near Jacksonville, in Duval county; the Pinellas Farms Syrup Mill, in Pinellas county, and the Valparaiso Development, in Okaloosa county. These locations are widely separated, but they are given to show how great a range is covered. A little more crystallization of thought and concentration of money in the more favored sections first will bring about the crystallization of syrup, which means the making of sugar.

An Interesting Statement About Florida Cane Growing by a Farmer of Long Experience.

Marion County Board of Trade.

Ocala, Fla., June 2.

Editor Manufacturers Record:

In view of the fact that there is at present much interest in the sugar question, and the development of sugar production in Florida being a live issue, it may interest your readers to know that at the outbreak of the war between the States there was being produced in Marion county, Florida, something like 6000 or 7000 acres in sugar-cane. There were sugar mills in various parts of the county, some of them quite large, and large quantities of sugar were shipped by water to Savannah and Charleston.

Mr. Marin L. Payne, one of Marion's best-known farmers, who has lived in this county since 1859, says that before the war 25 to 30 barrels of syrup to an acre were made on the high hammock lands and along the Oklawaha River. Mr. Payne says that on these same lands today the production of cane can be made much greater, because of improved methods of planting and cultivating, the better varieties of cane now to be had, modern mills and the development of sugar chemistry.

Mr. Payne was born in Micanopy in 1847, and spent his early years on the big plantations which flourished in this part of Florida before the war. What he says, therefore, is authoritative. Gen. Duncan L. Clinch, says Mr. Payne, was among the growers of cane, having from 300 to 350 acres planted near the site of the old Fort Drane, about a mile southwest of Irvine, which the General had been in command of. General Clinch had a sugar mill on his plantation which was operated with 12 horses. This was not the largest mill in the county, however. The Marshalls, who had over 300 acres in cane on the Oklawaha River, had a much larger mill operated by steam. Silver Springs, Payne's Landing and Orange Springs were the shipping points on the rivers at that time. Barges were towed by small steamers to Palatka, and larger steamers plied between other ports.

Mr. Payne is of the opinion that the rich, rolling hammock lands of Marion county will make as much syrup and sugar as the Everglades, and of a finer quality. He was asked yesterday why cane growing on an extensive scale had not been revived in this county after the war. His reply was that war did away with slave labor, which had been so plentiful, the unsettled conditions of reconstruction followed, the orange industry was started and other developments drew attention.

The main reason, however, Mr. Payne says, is that the planting of cane on a large scale requires a considerable investment of money, and capital has not turned its attention in this direction. He believes that money can be made in this county in the growing of cane for syrup or sugar. As a year in and year out proposition, it is much ahead of trucking, he says. Money is now being made by those who are growing cane on a small scale in this county.

Mr. Payne says that the Spaniards did not produce cane in this part of the State, and that the remains of old sugar mills now to be seen in various parts of the county are not the remains of old Spanish mills, as some suppose, but of the plantations' mills.

According to Mr. Payne, the plantations in this county were

from 3000 to over 100,000 acres in size. The largest single acreage under cultivation, however, did not exceed 3500 acres, according to his recollection. At the outbreak of the war there were between 40,000 and 50,000 acres in cotton in Marion county, Mr. Payne estimates. Tobacco was grown extensively. Corn was another big crop. On Mr. Payne's grandfather's plantation, on top of the hill about a quarter of a mile south of McIntosh, on the west side of what is now the Dixie Highway, five acres of tobacco was raised and made into cigars and sold for \$10,000. It will be of interest to know that, just across the road from this five acres, 20 acres of cabbage this season brought \$10,000. The site of the town of McIntosh, by the way, was once sold by Mr. Payne for 80 cents an acre.

LOUIS H. CHAZOL, Secretary.

Valuable Silver-Lead Mine Properties Acquired by American Interests in \$2,000,000 Transaction.

Chihuahua, Mexico, June 1—[Special.]—C. E. Wettlaufer of Buffalo, N. Y., and associates have just acquired two groups of silver-lead mines, situated near Jimine, this State. The transaction is one of the largest that has taken place in mining circles of Mexico for many years, it is stated, the consideration being more than \$2,000,000 United States money. The mines are in a good state of development, and big quantities of rich ore are blocked out. The new owners plan to build ore-treating plants and make other improvements to the property at a cost of about \$1,000,000. Among the men associated with Mr. Wettlaufer in the enterprise are C. P. Hugo Schorllkopf of Buffalo, A. G. Penman of Toronto, Canada, and Harris Walthall of El Paso.

Notwithstanding the threat of Francisco Villa to renew revolutionary activities in the State of Chihuahua, many American mining men have come into this part of the country since the overturn of the Carranza government. In some instances these men were debarred from entering Mexico under the Carranza regime. According to reports received here, there is a general revival of mining operations in the principal districts of the State, including Santa Eulalia, Santa Barbara and Parral.

A Plan for Elimination of Waste in Use of Florida Fish Products.

L. A. TOLER, Cedar Key, Fla.

The increase in price of all foodstuffs and of meats has made an increased demand for fish, but in spite of the increased demand there are times when the market is not steady, and the product being a perishable one, it is evident that new systems of handling must be adopted in order that waste and inefficiency may be eliminated as much as possible.

I have in mind the erection of a 10-ton ice and cold-storage plant in Cedar Key, so arranged that additional units may be added if desired. With proper cold-storage facilities the surplus fish product may be taken care of, as well as other surplus perishables, such as fruit and vegetables. By being properly prepared we can take fish from the fishermen at all times and thus eliminate certain waste that now occurs in the industry. By having a stock on hand we can assure our customers a steady supply of edible fish and at a fair price.

In addition to this, it is planned to have with this business a suitable canning and preserving outfit, so that certain kinds of fish may be canned and placed on the market. We have in Southern waters many fish that when properly handled may be canned, dried and smoked, and will meet with a ready sale and can compete with the foreign fish products and with those now produced in other sections of the United States. Experiments already conducted have developed this fact.

All the waste material will be manufactured into oil and into fish scrap for fertilizer. Many tons of fish-scrap fertilizer are used in Florida each year, and the larger part of it is shipped from other States.

The plan we propose will utilize all of the fish that may be caught in pound nets or otherwise, and will be shipped, smoked, dried or canned and made into fertilizer if not otherwise suitable for use. No waste or loss will be permitted. With this Florida climate and water open the year around for fishing purposes, no other State has such an opportunity. Our fishing industry is still in a crude state. It is time that it was modernized and placed on a par with other great industries.

Ample Provision for Agricultural and Other Schools in Mississippi Marks Long Step in Advance for State's Educational System.

Memphis, Tenn., May 22—[Special.]—Education has won in Mississippi.

The State that has long been considered everything that is strictly and purely Southern, and which, along with its great reputation for hospitality and all those other cherished traditions, has lagged in seeing after its schools, finally has struck the pace. Legislation enacted at the recent session of the General Assembly will go down in Mississippi's history as marking the beginning of what is declared to be the South's best educational system.

Mississippi probably leads the whole country—it does lead the South—in the number of its agricultural high schools. Fifty-two counties are supporting them and they are doing a wondrous good for the State.

And Mississippi leads the South in the number of consolidated schools, population considered, with a very bright future for the creation of scores of more such institutions. With these, it is possible to obtain the funds for maintaining fine teaching forces and for working out other schemes for the advancement of the children of the Commonwealth.

There was need for much more help to the schools, however, than they had been obtaining. This applied particularly to the schools in the hill sections of the State. In the rich delta country, where farmers have made and accumulated much wealth, the schools are models of excellence, but in other portions of the State there were four and five-month terms, insufficiently trained teachers and buildings inadequate and by no means modern. The Legislature came to the rescue.

Here are a few of the things provided by Mississippi Legislature for the State's system of education:

Appropriated \$6,766,512, or an increase of 60 per cent over former appropriations, for the biennial period for use of all schools.

Provided disbursement of State funds on a per capita basis to equalize teachers' salaries and duration of terms, thus giving each child an equal chance so far as State aid is concerned.

Made it possible for the State Board more easily to do away with one-teacher schools and consolidate for bigger and better schools.

Doubled the appropriation for agricultural high schools in the 52 counties now having them.

Appropriated \$168,727 for use of vocational schools to be used by the consolidated, vocational and city high schools in vocational departments, in which there will be special courses for the training of teachers.

Guaranteed to every child the right to attend school by passing a State-wide attendance law, requiring all children between 7 and 14 years, inclusive, to attend school at least four months in each scholastic year until the common school course is finished.

Paved the way for uniform plans for school buildings that may be erected in the future.

Paved the way for special industrial work among negroes.

Augmented salaries of superintendents.

Not a little of the credit for the big advancement in educational work in Mississippi can be claimed by the delta or so-called "bottom" section of the State, where the fertility of the soil has led to reclamation and cultivation on an intensified scale, thus creating a wealth that has provided the trail-blazing in educational work. The delta section embraces some 7000 square miles of rich farming country, only a portion of it developed as yet, but wealthier than all the rest of the State combined. It is the home of the long-staple cotton, of fine livestock and other fine farm products. In commenting on the part the delta is playing in aiding Mississippi's agricultural work, Superintendent of Education Bond made the following statement:

"The people of the delta section of the State are big-hearted and are glad to help give the children of the hill counties better schools, provided these counties will make county levies and district levies with which to supplement the State fund. Hon. Alf Stone, member of the Lower House from Washington county, expressed the statement prevalent in the delta section of the State when he said that he gladly would vote for an appropriation of \$5 for every educable child, knowing that his school district would not receive \$1 of the increase, provided the money is well spent.

The State Board has decided that no county shall receive any of this equalizing fund after this year unless it has a satisfactory county-wide levy for public schools. Furthermore, the State Board expects that small one-teacher schools will be consolidated whenever the roads will permit of the transportation of the children."

Mississippi is making great strides in general agriculture, as against the one-crop "King Cotton" system; is building hundreds of miles of good roads, fine schools and churches and good cities and towns. Like other States in the lower Mississippi Valley which have great expanses of idle lands now protected and safe for farming, it is developing very rapidly and is destined before many years roll by to have its place in the nation's "agricultural sun," for its rich and cheap lands provide an unexcelled foundation.

Federal Reserve Bank Appealed To for Relief of Texas Wool Growers—Order Restricting Credits Said to Be Creating an Acute Condition.

San Antonio, Tex., June 5—[Special.]—Wool and mohair growers of Texas are facing a serious situation by not being able to finance the holding of their season's product until better marketing conditions prevail, according to sentiments expressed at a meeting just held here by more than 50 men prominently identified with the industry. The purpose of the meeting was to draft a formal appeal to the Federal Reserve Bank to rescind its recent order restricting money credits.

The wool now in storage represents the entire spring clip. Advances have been made on all of this wool to the producers by banks and warehouse companies, it is pointed out. These loans are now falling due and must be met. Mills, the growers say, are virtually out of the market at the present time, and unless some means is found of tiding the growers over the present emergency they will be forced to take losses that will be ruinous to the industry.

The situation, it is asserted, is further complicated by the congestion of railroad traffic all over the country. The growers contend that even though the mills were willing to take their wool, they would be unable to get it owing to the inability of the railroads to move the clip to market.

As a means of relieving the situation the Federal Reserve Bank is asked to declare wool and mohair raising an essential industry and to encourage member banks to deal liberally in warehouse receipts for these products. The wool men assert that the wool market is technically sound, and that as soon as the present financial depression passes, mills will re-enter the market on a large scale, and that there will be a ready market for their product at satisfactory prices. All were unanimous in their belief that present conditions were only temporary and that the market would recover after a brief flurry.

"There are 16,000,000 pounds of wool and mohair stored at the wool-growing centers of Texas," said C. B. Scales of Del Rio, who presided at the meeting. "While the market is a little strained at this time, the country needs every pound of this wool. At present there is no means of getting the product to Boston, where nearly all Texas wool is marketed, owing to the inability of the railways to handle it. The Government is giving aid to the wheat growers and other producers in the country, and we feel sure that when the condition confronting our industry is understood we will have no difficulty in obtaining the necessary financial aid to tide us over the present emergency.

"Our case has never been so acute before. There are many merchants banks and warehouse companies that cannot possibly carry the great supply they now have on hand unless they receive help from the Government. If special arrangements could be made for moving the wool now in the warehouses, we believe our greatest problem would be solved."

The present value of wool is 60 to 75 cents per pound, and the clips stored in Texas are valued at \$11,000,000, estimating conservatively.

It is concentrated at the following points: At San Angelo, 4,000,000 pounds; Kerrville, 2,000,000; Del Rio, 5,000,000; Mertzon, 500,000; Menard, 750,000; Uvalde, 500,000; Brackett, 500,000; Lampasas, 500,000; Talpa, 300,000; Sabinal, 300,000; Big Lake, 500,000; Sanderson, 250,000, and Waco, 50,000 pounds.

"PRAIRIE GRASS" OF THE GULF COAST TURNED INTO FEEDSTUFFS.

A Development in Louisiana Which May Make Available Millions of Tons of Hitherto Waste Grass.

By O. W. CRAWFORD, Paradis, La.

Dehydration, eliminating moisture, making dry, is one of the most vital problems to the whole coastal plain of the United States; particularly to the Gulf coastal plain and most particularly to the territory contiguous to New Orleans and the mouth of the Mississippi River.

The excessive fertility of the soil makes great vegetable production, and the absence of frost permits this production and accumulation all the year.

The heavy vegetable production on the level coastal plain (so free from wash) causes an unusual nitrogenous soil. Frequent rains, heavy dews and an annual rainfall from 55 to 65 inches result in excess of water in the soil, excess of humidity in the atmosphere and excess of moisture in every plant and product of the land.

However, we find that the great moisture does not prevent the nutrient content of the plants or the vitalizing element of the soil; the plants are rich in protein and pentosans, and the soil in nitrogen, phosphorus and potash.

The atmosphere needs dehydration, the soil needs dehydration and the plants need dehydration.

The sun is the greatest dehydrating force in nature—the nearer man follows nature, the surer he is to succeed in reclaiming the rich places of the earth and saving the foods in the earth's vegetable products.

The rivers and streams dehydrate the land and the atmosphere and where more streams are needed canals extend and increase the soil and air dehydration.

Dehydration of plants and plant products conserves the food nature stored in them and saves those foods for other places and other times.

In the natural way moisture passes through the plant without change. If the cells are not broken, moisture may be taken out of the plant without taking any other element or part of the plant. Excessive heat may impair the cells and impair the matter being hydrated. Air warmer than the material to be dried is a safer dehydrating force than the direct rays of the sun, which may break the cells.

Our grandmothers dried apples, peaches and pumpkin in the hot sunshine, our mothers in hot air protected from the direct rays of the sun.

The most perfect dehydration to conserve the nutrient content and preserve the natural flavor and color is with moving hot air protected from the sun and without maceration of the material.

Paille Finne (pronounced pyfeen) is the natural growth of the west prairies contiguous to New Orleans. It is the "prairie grass" of Southern Louisiana.

In nutrient content it is the equal of alfalfa, more digestible and with the valuable difference, that it is indigenous to the soil, while alfalfa wherever grown in America must be carefully planted and intelligently cultivated to keep it producing.

The price of alfalfa meal in New Orleans today is \$47 per ton. The Pyfeen Products Co. will produce this season 50 tons per day of pyfeen meal for \$15 per ton, which includes all of the cost of the grass, harvesting, curing, milling and sacking, except the sacks. It will sell today for \$45 per ton, and the entire product of the plant and more can be contracted at that price.*

Mixed with molasses, 50 per cent of each, it is superior to alfalfa and molasses so mixed. It is superior in its absorption of the molasses—a quality not so efficiently possessed by any other forage plant in use in mixed feeds. This unusual absorption guarantees the keeping qualities of the feed and prevents its boiling, caking or hardening.

Pyfeen being a natural product, it is an acceptable feed content under the laws of any State, and subject to no restrictions whatever.

*A later letter says he could contract for entire product at \$51 a ton.

No product of the land in Louisiana can be more staple or in more regular demand. It is the natural product of the nitrogenous soil of the wet prairies which soil is found in no other prairie.

The Pyfeen Products Co. has under long-time lease 3500 acres of drained pyfeen covered prairie surrounding a plant of 500 H. P., which plant is located on water transportation, and this plant also is under long-time lease.

The curing machinery for reducing the moisture in the pyfeen grass, milling it into meal and making it into mixed feed is being installed by the Bayley Manufacturing Co. of Milwaukee, Wisconsin. This company has established plants for drying starch, grain, leather hemp and alfalfa, and is now engaged to put in at the city of Pittsburgh, Pa., a plant for drying the city's garbage. In addition to furnishing and installing the machinery for the Pyfeen Products Co., some of the owners are financially interested in the Pyfeen Products Co. and its administration, Mr. E. M. Bassler being president.

In addition to the pyfeen grass, the Pyfeen Products Co.'s plant without any change in construction will cure Spanish moss, hemp (two crops of which have been grown in one season on the land under lease), broom corn and rice, much of which has been lost by wet weather.

In the Pyfeen Products Co. only workers will draw salaries. The plant will be in operation June 1, and every day will furnish a finished product—green grass in the morning sacked and baled in one operation, and full capacity product each day.

The Pyfeen Products Co. is the parent company of the Bayley dehydrating machinery for this part of the United States. The capital stock is \$150,000.

Prospects Not Bright for Crops in Eastern North Carolina—Farm Labor Very Scarce.

Raleigh, N. C., May 28—[Special.]—It is the current comment on the crops in the greater part of the eastern half of North Carolina that not in a lifetime has the prospect been poorer. The spring has been phenomenally backward and the cold nights, like those in early April usually, which have been so notable in May have depressed the farmers and other thoughtful people. Tobacco plants have been scarce in some sections, and the lack of warm and seasonable rains has been marked. Cotton is struggling for existence, corn is unusually small, and the area in food crops is mostly unpromising in appearance. Labor on the farms was never so scarce, save during the Civil War.

At Cleveland Springs, near Shelby, work has begun on 50-room hotel.

Work has begun on a public school at Murfreesboro, Chowan county. It will be the most important high school in that county.

Fayetteville is considering plans to build a dam on the Cape Fear River, in order to get power for its industries. It is also pressing the question of a new gas-making equipment. The gas plant and the electric power now in use are privately owned.

It is claimed that prices are so exclusively high and labor so scarce as to be virtually prohibitive of railway and hydro-electric power construction, but some of Fayetteville's leading business men say they must have more hydro-electric power and see only one way to get it, that is, to do it themselves.

The writer has just paid a visit to Salemburg, in Sampson county, which has become widely known as the first model community in the United States. In 1915 it became a "model" under the direction of sanitary and engineering experts of the United States and the State, the story having then been told by the writer. It has a population of 908 in its 25 square miles, of these 400 being negroes. Over 98 per cent own their homes. It is in a region where cotton and corn are the main crops, no tobacco or peanuts being grown. Since 1915 a high school has been built for the whites with grammar-grade section, and a primary and grammar school for the negroes. There is a high school for girls, which is privately owned and operated. The health of the community has been remarkably good during the five years since it was established, and the people living in the area were immunized against preventable diseases, the water supply carefully provided, all houses screened and sanitary closets installed.

BIG BY-PRODUCT PLANT NOW OPERATING.

Additional Facilities Completed Recently in Birmingham District by Sloss-Sheffield Steel & Iron Co.

Consuming 2500 tons of coal every 24 hours, the Sloss-Sheffield by-product coke plant completed recently at North Birmingham has a 24-hour capacity as follows: Twenty thousand gallons of crude tar; 60,000 pounds of ammonium sulphate or equivalent in liquor; 7000 gallons of light oil or equivalent in fractional products; fuel gas sufficient for boiler purposes and for driving electrical machinery at mines and quarries, and operating five iron furnaces, with an overplus estimated at 7,000,000 cubic feet for marketable purposes. This new plant of the Sloss-Sheffield Steel & Iron Co. has been under construction for months, and it includes 120 Semet-Solvay coke ovens on a 25-acre site.

The site is on the Frisco, Southern and Louisville & Nashville Railways, and the coke oven batteries are accompanied by machine shop, engine-house, with stacks and reservoir for cooling water. Electricity is the power throughout, there being two turbines of 2000 kilowatts each, and 2000 horse-power generated by the exhaust steam heat at the North Birmingham furnace, two miles distant. Installations now arranged for will enable the company to use that 6000 horse-power of electrical energy for driving its four blast furnaces at Birmingham, its coal and iron mines many miles away, its rock quarries and other plants, besides the by-product plant itself. The tar, ammonium sulphate and light oils produced are marketed through the Barrett Company of Philadelphia and other cities. The Sloss-Sheffield activities in the Birmingham district provide employment for 5500 men, its annual output of coal being 1,250,000 tons and of iron 500,000 tons.

The Texas Cotton Mills Co., McKinney, Tex., will increase capital from \$440,000 to \$750,000, and plans extensive additions to plant.

Naval Stores Production in 1919 Exceeds Estimate.

Washington, D. C., June 7—[Special.]—The total production of gum spirits of turpentine and gum rosin during the season of 1919, as compiled by the Bureau of Chemistry, United States Department of Agriculture, from individual reports from producers, was 361,304 casks of turpentine and 1,216,338 round barrels of rosin (approximately 500 pounds gross weight). There was on hand at the stills on February 2, 1920, a total of 28,394 casks of turpentine and 138,535 barrels of rosin.

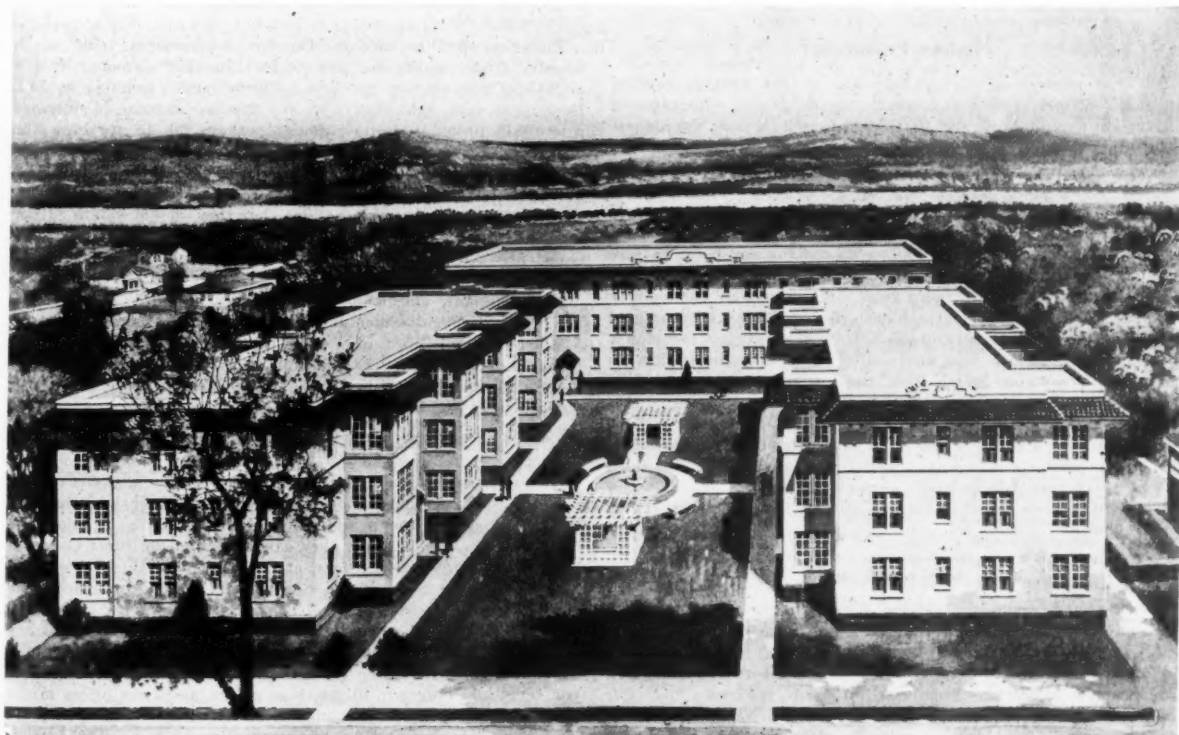
A preliminary report issued as of August 1, 1919, indicated a total production for 1919 of 337,734 casks of turpentine and 1,038,275 barrels of rosin. The actual total production for the season, therefore, has exceeded the estimate of August 1 by approximately 23,000 casks of turpentine and 55,000 barrels of rosin.

In addition there was produced during 1919 a total of 30,889 casks of wood turpentine and 159,271 round barrels of wood rosin and rosin reclaimed from dross and other still wastes. The stock of these products on hand at the plants producing them on January 1, 1920, were 1764 casks of turpentine and 22,593 round barrels of rosin.

The stocks of naval stores at the ports and in possession of the principal dealers and jobbers throughout the country on February 2, 1920, as reported by the Bureau of Chemistry on March 8, 1920, were 54,174 casks of turpentine and 263,946 round barrels of rosin.

On February 2, 1920, the stocks in the possession of the consuming industries, among which are included those producing paper, paper size, paint and varnish, soap, greases and lubricants, shoe polish, rosin oil and pitch, printing ink, sealing wax and insulating materials, matches and woodenware, flypaper, linoleum, automobiles, buggies and wagons, iron and steel castings and foundry supplies, and shipyards, amounted to 26,340 casks of turpentine and 290,045 barrels of rosin.

\$300,000 APARTMENT BUILDINGS FOR AUGUSTA, GA.



Construction is progressing on the Broadway Apartments at Augusta, Ga., work having reached the second floor line on all three buildings. The buildings on the right and the left each have twelve 6-room apartments, while the one in the rear has twenty-four 3-room apartments, making 48 in all. League & Duvall of Augusta are promoting the erection of the structure and will act as rental agents. The buildings are of Spanish design, 3 stories high, and constructed of hollow tile and stucco at a cost of about \$300,000, including heating plant. Plans and specifications were prepared by G. Lloyd Preacher of Augusta and Atlanta, and the general contract awarded to the Markle Construction Corp. of Atlanta and Philadelphia, who will also install all mechanical equipment.

THE IRON AND STEEL SITUATION

Traffic Conditions Slowly Improving—Steel Market More Quiet.

Pittsburgh, Pa., June 7—[Special.]—On all hands the testimony is that traffic conditions on the railroads have continued to improve, but the improvement is a slow one. The beginning at relief of congestion is always the hardest, and shippers who were quite discouraged a few weeks ago as to railroad conditions now express the opinion that in the next two or three weeks there will be a very noteworthy clearing of the tracks.

The Pittsburgh & Lake Erie, which for many weeks was almost entirely inoperative except for some passenger service, is gradually improving its operations, but is still doing but little outside the movement of through trainloads of freight. What improvement there has been on the road has greatly helped the Mahoning and Shenango valleys, which are now operating at 70 or 75 per cent as to steel production, and 60 to 75 per cent as to the production of pig-iron and finished steel. Until a fortnight ago the valleys were barely operating at 50 per cent, and for a while, late in April and early in May they were doing practically nothing.

There are conflicting reports as to the rate at which consignees are receiving freight, compared with the rate at which shipments are being made. Some experiences related indicate that the number of cars loaded and in transit is being greatly reduced, while in other quarters one finds little evidence of this. In practically all cases the supplies of empty cars to shippers are increasing, though only at a slow rate. In the Connellsville coke region, for instance, where production hinges almost exclusively upon car supply, the production in the week last reported on by the Connellsville Courier was 185,728 tons, against 178,250 tons in the preceding week and 154,400 tons in the week before that. Last week's production, not yet reported on, probably represented a decline on account of the holiday. At some works the supply of cars fell off, while other works reported more cars than they could load, their men observing not only Memorial Day, but also several days in addition.

Pig-Iron Production.

Pig-iron production during May was at the average rate of about 35,550,000 gross tons a year, this comparing with rates of 33,650,000 tons in April and 40,050,000 tons in March, the highest rate attained since October, 1919. The decrease after March was due entirely to the rail strike, curtailing supplies of coke from beehive ovens and supplies of coal to by-product ovens. The strike did not affect blast-furnace operations in the first couple weeks of the month except in the Chicago district, while in the third week many regions were affected, and the low point in production, late in April, may be estimated at under 30,000,000 tons a year. During May there was improvement, particularly towards the latter part of the month, hence it may be estimated that with an average rate of 35,550,000 tons during the month the rate at the close was above 37,000,000 tons, indicating an increase of, say, one-fourth from the low point. As conditions have continued to improve, by the middle or latter part of this month pig-iron production may be back to its March rate of 40,000,000 tons a year. That would be a rate slightly higher than the actual production in any calendar year, and almost one-third above the average rate in 1919. Capacity, however, is probably all of 45,000,000 tons, so that there would be room for further improvement.

Coal and Coke.

Without the issuance of a formal order by the Interstate Commerce Commission, the railroads have been directed to supply all coal mines with cars up to 50 per cent of normal before furnishing any cars of the classes used by coal mines to other industries, and, furthermore, to give any remaining surplus to the coal mines after industries have been served to the extent of 50 per cent. To Pittsburgh coal operators this arrangement is very interesting, for some of the operators have been claiming of late that the railroads were discriminating against them and in favor of manufacturing industries in the matter of furnishing open-top cars. Why the railroads should do this is not explained, except that it

is suggested the earnings of cars may be somewhat greater when hauling other commodities than coal. All sorts of things are being said about the railroads these days. Some critics insist that railroad men are not trying to do their best, on the ground that they are not anxious to show as good earnings as could be made while the Government earnings guarantee continues and while the rate case is under consideration. Others claim that high officials of the railroads are not using good judgment in running the properties, however good their intentions.

Car supplies to Pittsburgh district coal mines are reported to have been averaging about 37 per cent of ratings in the past week or ten days, but the river mines are working full and many mines that ship by both river and rail are making unusually heavy shipments by river.

At last week's convention in Pittsburgh of the American Wholesale Coal Association charges were made, in substance, that the coal operators were profiteering, it being claimed that the country's present consumptive requirements are only 8,000,000 tons a week, while the Geological Survey reports show production at 9,500,000 tons. The reports have not, as a matter of fact, shown as much as 9,500,000 tons. Pittsburgh coal operators were rather irritated by some of the statements. It is true that Pittsburgh district coal is bringing, for spot shipments, from \$7.25 to \$8.25, or even possibly \$8.50 per net ton at mine, but anyone who investigates can find that the open market sales are only a very small proportion of the production. This means that the large proportion of the production is going out on contracts, made, of course, at much lower figures, in practically all cases at less than \$4. If the operators were failing on their contracts and selling in the open market coal they should be furnishing their customers, they could be accused of immoral if not illegal practices, but it appears that the sales at fancy prices are made by small operators who do not have contracts. On account of the light rate of operation the cost of production is very high, and it is quite probable that some operators are occasionally losing money, their contract prices being high for a normal operation, but low for these abnormally high costs.

The Connellsville coke market has weakened a trifle as to foundry grade, which can now be had for spot shipment at \$15 or \$15.50 per net ton at oven. Furnace coke remains at \$15. Demand is very light, and with any further increase in offerings prices will probably decline, though perhaps not to anything like what could be considered a fair level under normal conditions. There are some negotiations on furnace coke contracts for second half, but it is unlikely they will result in any transactions at this time, since operators have the idea that they should obtain \$10 or more for their second-half output, and furnaces do not take a sufficiently rosy view of the future of the pig-iron market to encourage them to pay such a price. The pig-iron market is altogether stagnant, and while former prices are still quotable, the prices are practically nominal, as follows: Bessemer, \$43; basic, \$43.50; foundry, \$45, f. o. b. valley furnaces, freight to Pittsburgh being \$1.40. These prices are high relative to steel prices ruling for forward deliveries, hence the unwillingness of consumers to make further commitments.

Steel Market Quiet.

The steel market has grown even quieter in the past week. Occasional inquiry comes up for steel against specific jobs that are contemplated, but the regular buyers are unwilling to take hold for the future except when they can buy from the Steel Corporation, as the corporation prices, at the Industrial Board level, are considered safe. Some of the independents are quoting prices that are not as far above the Steel Corporation prices as those they were holding recently, but there is no general declining tendency in quotations. As is usually the case in a quiet steel market, the mills are disposed to hold to their old prices as long as they have contracts and orders to fill at these prices, as to cut prices might jeopardize the business already on books without adding a great deal of new business. The expectation in many quarters is that eventually there will be an equalization of the market whereby all sellers will be on substantially the same basis, that held so steadily by the Steel Corporation, instead of there being three or four different markets, according to the time of delivery.

Increase in Country's Coal and Coke Production.

A slow but steady increase marked the production of both anthracite and bituminous coal during the week ended May 29, according to reports of the United States Geological Survey. The total output of soft coal (including lignite and coal coked) is estimated at 9,425,000 net tons, an increase of 173,000 tons, when compared with the preceding week. The rate of production is still 11 per cent below that of the first quarter of the year, and 25 per cent below that of October, 1919.

The congestion of traffic caused by the switchmen's strike continues to be the principal factor limiting production. Its serious effect is shown by the fact that in the eighth week of the strike period production was still 1,590,000 tons less than that of the latest normal week (March 14-20).

Production during the first 128 working days of the last four years has been as follows:

1917.....	224,266,000	1919.....	175,077,000
1918.....	228,572,000	1920.....	211,789,000

The year 1920 is thus about 36,700,000 tons ahead of 1919, but is 12,500,000 tons behind 1917, and 16,800,000 tons behind 1918.

The average rate of production during the year 1920 to date has been 1,651,000 net tons per working day. If maintained for a year this would give a total output of 508,508,000 tons.

The export trade of the United States in the calendar year 1918, as reported by the Bureau of Foreign and Domestic Commerce, amounted to 22,351,000 net tons of bituminous and 4,968,000 net tons of anthracite. Ninety-nine per cent of the anthracite and over 80 per cent of the bituminous coal went to Canada, by rail or lake.

In 1919 the exports of anthracite were 4,968,000 net tons, again almost exclusively shipments to Canada. The bituminous exports for that year were 20,126,000 net tons, of which 12,064,000 tons went to Canada and Mexico, and the balance were overseas shipments to Europe and other countries, largely from North Atlantic ports.

Out of 31 districts east of the Mississippi only four reported losses due to car shortage less than 20 per cent; in 11 the loss was 50 per cent, and in four, the New River, Logan, Hazard and Harlan fields, the loss was more than 60 per cent of full time.

The only districts in which the car supply changed for the worse were Northern Ohio, Butler-Mercer, New River and Hazard. Little change occurred in Central Pennsylvania, Somerset, the Panhandle of West Virginia, Winding Gulf, Logan and the Southern Appalachian field. In other regions east of the Mississippi a slight improvement in car supply was reported.

The production of anthracite increased 1.8 per cent during the week ended May 29. The total output, including mine fuel and local sales, is estimated at 1,830,000 net tons.

The cumulative production since January 1 now amounts to 34,883,000 net tons, an increase of 3,234,000 tons over the corresponding period last year.

Continued Steady Demand Looked for in Birmingham Iron Market—Steel Mills Are Active, Coal Production Lagging.

Birmingham, Ala., June 7—[Special.]—Furnace companies in the Southern territory are making effort to produce and deliver, and every confidence is still expressed that there will be a steady demand for the product through the balance of the year. The first inquiries as to pig-iron for 1921 delivery aroused considerable interest, but no price has been set that far ahead. A little lull in the buying has not in the least disturbed the optimism that has obtained here, and if there should not be any unlooked-for interference with the market, prospects are that a great showing will be made this year, both as to output and as to strength of market, sale price in particular. The Steel Corporation subsidiary, Tennessee Coal, Iron & Railroad Co., insists on the \$38 per ton price for No. 2 foundry, 1.75 to 2.25 per cent silicon, but with no iron to offer. The general quotation is \$42 per ton, and all sales recently have been on this level, with perhaps some spe-

cial specifications, different silicon content, have brought a little better price. Sales during the past week were not as active as they have been in this district this year, and the tonnage disposed of for the week falls under that of several weeks past. Two companies are out of the market for a while, having booked about as much business as they care to under present conditions, while other companies can offer no immediate delivery. Production is healthy. Alabama is given credit for 210,068 tons of pig-iron for the month of May, the estimate for the first five months being 996,153 tons against 837,612 tons for the same period of last year. With two furnaces scheduled for resumption of operations during the latter part of June and one or two more within 60 days from now, it is not doubted that the production for the year will approach that of 1918, when official production figures give this State 2,587,852 tons of pig-iron. The little specks on the horizon as seen now are the labor contentions and the railroad difficulties, the railroads not having equipment enough to supply all demands of the manufacturing interests of this section and also being troubled with congestion in some of the principal centers. The union mine workers are beginning to show discontent. A convention has been called for June 15, when the autonomy of the Alabama district organization will be recognized by the international organization of the United Mine Workers of America. Mining-camp strikes are now on at twelve different collieries in this State, and the production of coal is feeling the same. What effect the recognition of Alabama district organization by the international organization will have remains to be seen. The larger coal and iron and steel corporations of this district have refused to recognize the union organization, and their mining operations have not been interfered with.

Pig-iron manufacturers in the Southern territory have fared better so far as to cars than the coal producers, but there is likely to be a change before long. Stocks of iron on hand have been materially reduced recently. Home consumption shows positively no change, every industry working almost to capacity. Cast-iron-pipe plants are melting a large quantity, notwithstanding the report that some of the larger buyers of pipe are afraid that pipe cannot be delivered in time now to beat cold or disagreeable weather conditions. Sanitary-pipe makers are very active and are laying in stock ahead. No time is being lost in completing sanitary-pipe plants under construction.

Steel mills operations in the Birmingham district still are very active. South American deliveries are promised by Birmingham concerns during September and December, and arrangements are now being made for the transportation. Gulf States Steel Co. has four open-hearth furnaces in operation at its mills at Alabama City, with a large proportion of its probable make for some weeks ahead sold.

Machinery, Corliss engines and various other castings, shapes and sizes in iron and steel are being produced here and shipped out. A few industries report a little labor scarcity. The open-shop plan predominates among the industries, and as far as can be learned there is no intention of a change in the near future.

An interesting announcement was received in Birmingham this week from the Chamber of Commerce of Florence in the shape of an advertisement asking for skilled workmen and unskilled labor, offering plenty of work in an "open-shop town."

Coal production in Alabama has been lagging for some time now, the car shortage and labor troubles at a number of mines being given as the cause. From various parts of the State and other sections which look to the Birmingham district for its fuel supply come complaints as to a coal shortage, in some instances serious prospects being noted at public utility plants. For the past several weeks coal operators in Alabama have been complaining, and complaint was made before the Interstate Commerce Commission that the "assigned car" plan in effect on one of the principal railroads in this district had affected production at mines which were supplying a considerable portion of the domestic needs, abstaining from the railroad fuel business. The strike of the union mine workers, seeking a contract a little different from that of the coal operators, but not asking in full for recognition of the organized body, has affected production at a number of mines.

While advice has been given to consumers to stock up on coal through the summer for next fall and winter use, the prospects being that conditions similar to those experienced last fall and winter are likely to be noted again this year, there has not been sufficient production to meet the daily needs. The railroad offi-

cials declare that they are doing the best they can. that equipment is short, and they are unable to repair a large amount of equipment needing attention. Instructions given by the commission on car service of the American Railway Association, Washington, acting in conjunction with the Interstate Commerce Commission, that railroads must distribute available cars for loading coal to a minimum of 50 per cent of actual requirements before distributing coal cars for loading other commodities is likely to give a little relief. Coal or open cars have been used quite frequently for the loading of automobiles and other commodities.

Statistics given out as to production at mines in the State for the week ending May 29, as reported to the Government, were given in Alabama at 294,382 against 299,438 tons the preceding week. The first week in the month of May the coal tonnage was given at 309,269 tons. This does not include the full tonnage, as reports are received as to commercial tonnage mainly.

The coke market in Alabama continues strong, with the production showing steady improvement as by-product plants are being put in. The Sloss-Sheffield Steel & Iron Co. is enjoying success right from the start with its new by-product plant at North Birmingham, the 120 ovens coming up to all expectations. Prices for coke in this district range between \$11 and \$12.50 for the 72-hour product, and inquiries are being received from several directions as to ability to make deliveries in the near future. The home consumption, which is quite heavy, is being met and a little tonnage is shipped out steadily. A few of the beehive oven batteries in the State felt the lagging coal output recently, the strike of mine employees interrupting a steady supply of coal. None of the larger coal companies of the district have had much trouble with their labor since the present agitation began.

Negotiations are under way in Birmingham for the use of the gas of the by-product coke ovens of the Tennessee Coal, Iron & Railroad Co. by the Birmingham Railway, Light & Power Co., the local public utility company. The purity of the gas from the by-product ovens will be guaranteed. It is understood that the gas will be enhanced by the use of benzol or other preparations, that the heat-unit will be as good as that now served. The City Commission of Birmingham has instructed its engineer to make investigation into the situation as set out by the Birmingham Railway, Light & Power Co. and report fully. Gas from the Tennessee Company ovens is being used for lighting and cooking purposes in Fairfield with much success, and this service will be investigated by the City Commission representative.

The scrap iron and steel market in the Birmingham district continues quiet. Dealers believe that the quiet spell will be on the wane the latter part of July. In the meantime, the quotations are remaining firm, readjustments being very limited. Considerable scrap is still moving from the yards in Birmingham and the district, but it is on old contracts.

Quotations for pig-iron and scrap iron and steel in the Birmingham district are as follows:

PIG-IRON.

No. 2 foundry, 1.75 to 2.25 per cent silicon, f. o. b. furnaces, \$38 to \$42; No. 1 foundry, 2.25 to 2.75 per cent silicon, \$40 to \$43.60; iron of 2.75 to 3.25 per cent silicon, \$42.20 to \$45.20; basic, \$40 to \$42; charcoal iron, \$55, f. o. b. furnace.

OLD MATERIAL.

Old steel axles.....	\$30.00 to \$31.00
Old iron axles.....	29.00 to 30.00
Old steel rails.....	22.50 to 24.00
Heavy melting steel.....	20.00 to 21.00
No. 1 R. E. wrought.....	23.00 to 25.00
No. 1 cast.....	30.00 to 35.00
Stove plate.....	25.00 to 28.00
Old car wheels.....	29.00 to 30.00
Old tramcar wheels.....	30.00 to 31.00
Machine-shop turnings.....	13.00 to 15.00
Cast-iron borings.....	13.00 to 15.00

Coal and Iron Interests of Alabama Hit by Court Decision on Taxation.

Birmingham, Ala., June 7—[Special.]—Decision of the Supreme Court of Alabama, holding that tax on coal and iron-ore tonnage mined in the State is constitutional, means additional burdens on coal and iron and steel producers of Alabama. The last Legislature adopted a bill providing for a tonnage tax of three cents on iron ore and two cents on coal. The Republic Iron & Steel Co. attacked the constitutionality of the bill in the Montgomery County Circuit Court, and a decision was given holding the tax valid.

The Supreme Court decision was written by Chief Justice Anderson and assented to by all the other justices. It was held that the tonnage tax was a privilege or license tax and was not a tax on property, and therefore was constitutional. A strong fight was made against the bill in the Legislature and then in the courts. As a result of the law being held valid and the big collections monthly, elimination of necessity for calling a special session of the Legislature to provide more revenue for the State is announced. The same Legislature passed an income tax law, but there was an adverse decision handed down by the Supreme Court. Talk then began as to the necessity of calling a special session of the Legislature to enact another revenue bill, but now the necessity is obviated by the tonnage tax on ore and coal. Industrial leaders say that the manufacturing and mining interests of the State are called upon to pay a heavy tribute to the State by this tax.

\$400,000 Coal Terminal to Be Erected at Mobile Expected to Make Warrior River Service Self-Sustaining.

Mobile, Ala., June 7—[Special.]—With \$400,000 assured for the construction of a coal terminal here on a site on the harbor front, cost of which was recently underwritten by the city of Mobile, this port will get a facility which in the past has prevented Mobile from being the cheapest coaling port in the world.

Gen. Frank T. Hines, head of the transportation division of the War Department, recently requested \$400,000 for the coal terminal at this port. Tentative plans have already been made for the type of terminal to be constructed.

General Hines at the same time stated that operating loss of the Mississippi River for the year ending October, 1919, was \$582,471.43; operating loss on the Warrior, same period, \$136,635.91. He believes that the coal terminal at Mobile when completed—and it is believed the terminal will be operating within twelve months—will make the Warrior system self-sustaining.

The terminal will handle ore and coal products of the Birmingham region destined for overseas, New Orleans and lower Mississippi points.

In connection with recent Warrior River transportation system development a recent announcement of importance was made that a 20 per cent differential had been granted to cities and towns heretofore designated as the "Birmingham Group." This means that industrial centers, although not located on the Warrior, are to receive the same differential as Birmingham. Included in this group are Avondale, Bessemer, Birmingham, Boyles, Decatur, Dolcitor Junction, East Birmingham, Ensley, Fairfield, Gate City, Graselli, Helena, North Birmingham, Irondale, Oxmoor, Pratt City, Ruffner, Thomas, Winetka, Woodlawn and Woodward, all in North Alabama.

When new towboats and self-propelled barges are placed in operation on the Warrior, the annual carrying capacity of the system will total 1,240,000 tons. Henry De Bardeleben, Federal manager in Birmingham, gave out this statement some time ago. By September 1 Manager De Bardeleben will have a fleet of 67,000 tons capacity a month; by January 1, a one-way capacity of 79,000 tons. This capacity is based on a six-foot lock system for the Warrior. By January 1 there will be an eight-foot lock system, which will add one-third to carrying capacity of the craft; therefore, the 79,000 tons per foot on a six-foot lock system will by January 1 be increased to 105,000 tons per month. This means an annual capacity of 1,264,000 tons, new and old, craft combined.

\$1,800,000 Contract for William J. Oliver Plant.

An important and extensive contract for manufacturing has been received by the William J. Oliver Manufacturing Co., Knoxville, Tenn., from the Turn-Auto Corporation of New York. It calls for manufacturing 4000 of the New York company's specialty, the cost to be \$1,800,000. This contract will necessitate the employment of 400 men upon day and night crews for the balance of the year at the Oliver works. The invention to be manufactured was first exhibited in New York last January, and it is a machine upon which any automobile can be driven and then turned to any position convenient for repairing or otherwise handling the motor car. It is a cradle which can be tilted to any desired angle.

NEWS AND VIEWS FROM OUR READERS

[Publication in this department of letters from our readers does not mean that we either approve or disapprove the views expressed. We believe in a full and frank discussion of the mighty questions of the hour, for only in this way can the truth be found. Therefore we often publish letters with which we do not agree.—Editor Manufacturers Record.]

A Business Man's Views Against the Liquor Traffic.

E. H. GARTRELL, General Manager Ashland Fire Brick Co.,
Ashland, Ky.

I desire to commend you for your firm and vigorous attitude on the liquor question. By all rules, the question has been definitely settled, but like the hydra-headed monster, it bobs up again every little while.

I presume the only thing the voter who has his country's best interests at heart can do is to smash it whenever a chance appears. Men who were formerly users of liquor have told me they did not realize how easily they could do without it, and how much better they feel, and say they would never vote another ballot for the liquor.

I enclose a carbon copy of a letter which I am this day sending to the delegates from Kentucky to the national conventions of both the great political parties. Perhaps if others who want to progress in the clean-up of our national sin would let their sentiments be known, we would go forward instead of taking a backward step.

Allow me also to commend you for advocating pure religion, as the only way out of our present difficulties. Without the shadow of a doubt, the Golden Rule in action would solve every problem, international, national and individual.

With best wishes and trusting you will continue the good work.

The letter to which Mr. Gartrell refers is as follows:

Ashland Fire Brick Co.

Ashland, Ky., June 1.

Letter sent to each delegate from Kentucky to national convention of both Democratic and Republican parties:

Dear Sir—I take the liberty of addressing you as a delegate to the national convention of the Republican party, to meet June 8 at Chicago.

The vigorous newspaper propaganda being conducted by the liquor interests would make it appear that there is a demand for modification of the Volstead law which was enacted by Congress to enforce the national prohibition amendment.

That demand practically is limited to the liquor interests themselves, as the other industries are well pleased with the results of prohibition. Frequently I hear expressions of felicitation that we are rid of the saloon and its attendant evil, and we certainly do not want to bring it back in the form which they modestly suggest, which will simply be the opening wedge to enable them to break every law attempting to regulate them, just as history proved they did when they were licensed.

A great responsibility rests upon you at this time and you will confer a great blessing upon this and future generations by standing firm against any plans to reinstate the saloon.

Yours very truly,

E. H. GARTRELL, General Manager.

Believes Hoover the Man Needed.

G. N. LEMMON, Electric Service Co., Marietta, Ga.

There should be only one opinion about your front-page editorial of May 27. It could not be improved. Would that it could be strongly impressed upon every man in the country! You are rendering a most valuable and patriotic service in emphasizing our present situation as a nation, and your magazine is a most important factor in directing public opinion. This is why I wish your attitude regarding Mr. Hoover were more like the attitude of Industrial Management and some other magazines.

Mr. Hoover is an engineer, and an engineer's training is essentially non-partisan. He always endeavors to learn fundamental facts and express them without bias, and accurately evaluated. This is essentially so because an engineer's work is ultimately tested by two searching inquiries: First, are the desired results accomplished? Second, could they be accomplished in some other way at less cost?

Roebing's work on the Brooklyn Bridge was a success, and

somewhere in the plans for the design and erection of the first Quebec bridge there was a fatal mistake. No amount of explanation, no brief by the ablest lawyers, and no oration from the most clever politician can convince any engineer otherwise.

It was sometimes thought that engineering training developed narrow specialists, but it is now realized that such training makes an ideal foundation for a superstructure of executive accomplishment. Mr. Rice is the first engineer to become president of the General Electric Co., and his administration is a conspicuously successful one.

Mr. Hoover's remarkable executive ability has been amply demonstrated, and aside from everything else, his conduct of the Food Administration showed that he has correctly analyzed our national character. As administrator asking for co-operation, he succeeded where he would have failed entirely as dictator, and the recent report of the second Industrial Commission, of which he is vice-chairman, points the way toward the establishment of a better understanding in all of our industrial relations. The report points out the next steps for the advancement of this "Government by the people."

The problems ahead of us call for clear-thinking and non-partisan honesty of purpose, together with high executive ability, and Mr. Hoover is, above all others, the man best fitted to be our Chief Executive.

Where Can We Find the Man to Meet These Just Requirements?

WM. SEVIER ALDCHOFF, Dallas, Tex.

In the MANUFACTURERS RECORD of May 20 a Mr. Gress took issue with you on your editorial of the previous week wherein you expressed your opinion that the country should not be called upon to choose between Mr. McAdoo and Senator Johnson.

Your editorial was superb; its good sense pungent in the extreme. The weaknesses of those aspirants were clearly shown, and to the writer's mind you did a great service with that editorial. Mr. Gress seems to regard Mr. McAdoo as a great statesman, and to that opinion has a right. The country, however, has a greater right to know that in certain men there are either virtues or faults. The fact that Mr. McAdoo is a Southerner, born in Georgia, first hung out his shingle at Knoxville, Tenn., my native State, which is a source of pride, in that he achieved certain fame, would not blind me to his deficiencies.

It will be remembered that when the Adamson law was in accouchement Mr. McAdoo, as the Secretary of the Treasury, and next to the President, was mid-wife at the birth of that damnable law. Damnable because to it is traceable the major part of our woes, and because it has given to railroad men an unrighteous influence which exerted in every direction has made of them a political power, and Mr. McAdoo, keen as a forecaster, today fondles their vote as he carries it in his vest-pocket.

No man should be President of this great Republic who would first purchase votes and then appeal to that vote to buy him the Presidency.

Just as Mr. Bryan, who would have bought the Presidency on a 50c dollar, was unfit, so Mr. McAdoo, who would load consumers with the wages of the railroad men, is unfit. He is unfit just as General Leonard Wood is unfit, and there are not in his face the features of a statesman any more than there are in General Leonard Wood's or Senator Johnson's.

Because a man calls himself a Democrat, which to many Southern minds spells opposition to Northern ideas, is not a reason to support him. The next President of the United States should be every inch an American, a statesman, whose highest ideal is to follow the teachings and precepts of George Washington and Thomas Jefferson; a man, who, serene in the consciousness of his Americanism, appeals not to class, but rests his cause with the patriotic Americans in whom the love of country overshadows socialism, internationalism and class.

RAILROADS

OPTION ON NORFOLK SOUTHERN.

Interests Connected With American Tobacco Co. May Acquire Control of System.

Ernest Williams of Lynchburg, Va., president of the Durham & South Carolina Railroad, which, as previously reported, has been acquired by the Norfolk Southern Railroad Co., has been elected vice-president of the latter, and, according to an announcement from New York following a meeting of the company's directors, represents the new interests in the road which, in association with other important interests, has purchased for a substantial cash consideration, an option on a majority of the shares of the Norfolk Southern Railroad at \$47 per share, there being \$16,000,000 stock outstanding. Mr. Williams has associated with him in this option interests connected with the American Tobacco Co.

The option is for one year, which accounts for the difference between the market price of the stock at the close June 2, the day the option was given (24½), and the option price.

A considerable increase in traffic over the Norfolk Southern lines is expected to follow the purchase of the line into Durham, in which the American Tobacco Co. has been largely interested for some time. The system is also expected to benefit to a great degree through the operations of the North Carolina Farms Co., which is developing large tracts of agricultural lands in Hyde county (about 50,000 acres), and proposes to build a 26-mile line of railroad, for which the contract has been let to the Foundation Company of New York, from New Holland, on the shore of Lake Mattamuskeet, which is being drained, to Wenona, on the Norfolk Southern branch running from Mackey's Ferry to Belhaven. The construction of this proposed line will open up an extensive tract of timber land owned by the John L. Roper Lumber Co., a subsidiary of the Norfolk Southern Railroad.

Marsden J. Perry of Providence, R. I., is chairman of the Norfolk Southern, and Richard H. Swartout of New York, vice-chairman. Joseph H. Young, Norfolk, Va., is president. Messrs. Perry, Swartout and Young, Alvin W. Kreh, Luke V. Lockwood, Frederick Bull, Philip Allan and John C. Perry are the executive committee.

The Norfolk Southern Railroad is 400 miles long from Norfolk, Va., to Charlotte, N. C., via Raleigh. Other divisions reach Newbern and Beaufort, N. C.; Suffolk, Va.; Goldsboro, Fayetteville, Aberdeen, Asheboro and Pinehurst, N. C., making the total miles of line 907.

New Railroads for Mexico.

Monterey, Mexico, June 3—[Special.]—The new provisional government of Mexico announces that it will continue construction of railroads under way when Carranza was ousted. The line that is to run between Durango and a connection with the El Paso-City of Mexico line of the National Railways of Mexico at Canitas, 120 miles, will be finished and in regular operation within a few months, it is stated. Construction of an international border railway between Juarez and Ojinago is to be pushed, and the long-deferred branch line that is to run from Allende, on the Eagle Pass-Torreon division of the National Railways of Mexico, to Las Vacas, opposite Del Rio, Tex., is to be completed as rapidly as men and material can be obtained. The new government also has in view the construction of a railway between Tampico and Matamoras, about 315 miles.

In the Interest of Exports Through Southern Ports.

Southern port interests and the foreign commerce service of the Southern Railway system are conducting a campaign to divert export traffic from the Middle West through Southern ports. It is remarked that as there is no freight congestion in the South or at Southern ports, export shipments can be speedily and satisfactorily forwarded through Southern ports without being subjected to delay such as is encountered at ports where there is congestion. This situation is being brought to the attention of shippers in the Middle West and also to numerous foreign concerns which have

branch purchasing houses in New York. It is stated that cars sent South with export shipments can be used on the return westward to carry building material and other Southern products, so that the increased use of Southern ports for shipments abroad would not only relieve export freight jams where they exist, but they would help Middle West manufacturers to retain their foreign trade who might become so displeased by delays as to send their orders to other countries, and, moreover, it would provide cars needed by the South for the loading of lumber and other building material, food products, etc., for shipment to other parts of the country.

In a letter referring to the movement in behalf of the Southern ports, Eugene H. Sterns, president of the Foreign Trade Association of the Cincinnati Chamber of Commerce, says in part: "We certainly feel that in all justice, fairly administered to all parts of the country, that the South Atlantic and Gulf ports should not only receive an allocation of ships, but, in the interest of the welfare of the country at large, it cannot appear other than the duty of the Government to stimulate in every way possible the diversion of traffic from congested ports to those ports less congested."

New Equipment.

Chesapeake & Ohio Railway has ordered 1000 coal cars of 100 tons capacity as follows: 500 each from the Standard Steel Car Co. and the Pressed Steel Car Co.

Missouri, Kansas & Texas Railway has ordered a turntable of 158 tons of steel from the American Bridge Co., the work to be installed at Hannibal, Mo.

Export Rates to Southern Ports.

HARRY F. MASMAN, Commissioner, Charleston Traffic Bureau.

I have read with great interest the article which you published in your issue of May 27 regarding the export rate adjustment from Central Freight Association territory to the Southern ports.

I am thoroughly in accord with you that the rates can be justified as reasonable for the service rendered and that we should not become involved in a fight between the several North Atlantic ports regarding the export differential. If, however, it does come to a "show-down," I believe that the action of the Baltimore and Philadelphia interests in protesting against these rates in the first instances may have some bearing on the situation. It may be the object of certain New York interests at the present time to stir up this agitation and bring the matter to a head so that the whole matter will be brought before the Interstate Commerce Commission. We hope that the North Atlantic ports, therefore, will recognize that all we want is a fair field and no favor, and that we are willing to take our chances with our competitors, provided we receive a fair deal.

Whitaker-Glessner, La Belle and Wheeling Merger.

Plans continue to be under consideration for the proposed merger of the Whitaker-Glessner Company, La Belle Iron Works and the Wheeling Steel & Iron Co. of Wheeling, W. Va., and Steubenville, O. Official advices to the MANUFACTURERS RECORD state that no formal announcement is ready as yet regarding this consolidation of the three companies.

For Rolling Steel at Memphis.

Bar steel, flat steel and similar material required for light railway and other construction will be rolled at Memphis, Tenn., by the Memphis Iron & Steel Co., which will be organized with \$300,000 capital. This company has secured a five-acre site on railway, and has contracted for the construction of buildings, besides ordering the necessary equipment for steel rolling. It has been incorporated by B. L. Mallory, John E. Conley, P. J. O'Hara, E. H. Baumgarten and J. L. McRee.

Foreign shipments of phosphate from the port of Tampa for the month of May greatly exceeded any other month since the war. The total was 139,016 tons, and the value approximately \$1,250,000, which is greater than any pre-war or post-war valuation for a similar period.

TEXTILE

Contracts for Dacotah Mill Additions.

Capacity will be increased largely by the Dacotah Cotton Mills, Lexington, N. C., manufacturer of colored cotton cloths. The company has awarded contracts for the equipment of machinery and the new structure, which will be of brick, two stories high, 192x54 feet. Its building contract was awarded to the Harbin Construction Co.

Silk Mill Addition at Albany, Ala.

Manufacturing facilities will be increased by the Alabama Textile Co. at its silk mill, Albany, Ala. There will be erected a 213x66-foot brick addition to present building and 100 new looms will be installed. The company contemplates buying 100 acres of land to be developed for mulberry trees and silkworm culture.

For 2000 to 4000-Spindle Mill.

Coarse yarns and rope will be manufactured in a 2000 to 4000-spindle mill which Eugene W. Able and associates will build at Saluda, S. C. The power is to be furnished by a 200 to 300 horse-power steam plant. All the equipment is wanted, and second-hand machinery will be considered.

For Manufacturing Silk Hosiery.

Men's silk hosiery will be manufactured at Niota, Tenn., by the Quality Textile Mills. This company has been organized with \$25,000 capital by Harry Burns and H. A. Collins, who will build a two-story 100x50-foot brick structure to be equipped with the hosiery machinery.

Textile Mill Notes.

The Hamrick Mills of Gaffney, S. C., will increase capital to \$500,000.

On July 6 the Inman (S. C.) Mills will vote upon increasing capital to \$1,000,000.

Woodside Cotton Mills Co., Greenville, S. C., has increased capital to \$5,000,000.

An increase of capital to \$500,000 has been decided upon for the Limestone Mills of Gaffney, S. C.

From \$100,000 to \$500,000 is an increase of capitalization announced for the Corriher Mills Co., Landis, N. C.

H. E. Stamm, Hagerstown, Md., will rebuild his hosiery knitting mill, destroyed by fire recently at a loss of \$25,000.

An increase of capital to \$2,000,000 has been decided upon for the Borden Manufacturing Co., spinner of hosiery yarns, Goldsboro, N. C.

Personal Mention.

The Hammond Steel Co., Inc., of Syracuse, N. Y., announce that Mr. Clyde E. Dickey, president of the Dickey Steel Co., Inc., New York city, has been elected first vice-president and general manager of the company. Mr. Dickey has been engaged in the steel business for the past 20 years.

On May 12 the Emperor of Japan decorated with the Order of the Rising Sun E. M. Herr of Pittsburgh, president of the Westinghouse Electric & Manufacturing Co., and L. A. Osborne of New York, president of the Westinghouse Electric International Company. These American manufacturers have been several months in Japan studying Oriental industrial conditions. The company which they represent has always had close relations with Japan and has supplied this country with a great deal of power machinery. It has also undertaken the training of a number of Japanese students at its works. The Order of the Rising Sun is the highest honor the Emperor can bestow. Mr. Herr received the third class and Mr. Osborne the fourth, the higher classes being awarded only to Japanese national heroes.

Cotton Growing in Upper Rio Grande Valley.

El Paso, Tex., June 2—[Special.]—Cotton growing has become an important industry in the upper valley of the Rio Grande and in the valley of the Pecos River, which are under irrigation from the United States reclamation projects. There has been planted this season, according to L. M. Lawson, project engineer of the Elephant Butte irrigation system, 20,500 acres of cotton in the upper Rio Grande Valley. This is exclusive of any acreage in cotton that may have been planted on the Mexico side of the river, which is also supplied by water for irrigation from the same system. The Carlsbad irrigation project, which supplies water for Pecos River Valley lands, enabled the production of a cotton crop on 8713 acres of land last season, and it is stated that the acreage will be greatly increased this year.

The Cotton Movement.

In his report of June 4, Col. Henry G. Hester, secretary of the New Orleans Cotton Exchange, shows that the amount of cotton brought into sight during 10 months ending at the close of May was 11,450,006 bales, an increase over the same period last year of 960,876 bales. The exports were 5,995,496 bales an increase of 1,601,008 bales. The takings by Northern spinners were 2,299,318 bales, an increase of 293,544 bales; by Southern spinners 3,171,369 bales, a decrease of 77,968 bales.

\$750,000 Kentucky Brick Works.

Three plant units, each with 50,000 daily capacity, will be built by the Kentucky Refractories Corporation of Russell, Ky., recently organized with \$750,000 capital and Clyde K. Turley as manager. The company has 2500 acres of flint clays, which will be consumed for manufacturing the 150,000 brick daily, and an experienced engineer has been engaged to undertake the plant construction. A general line of refractory products will be developed by this company.

Mississippi Expects 8000 Mennonite Farmers from Canada This Year.

Memphis, Tenn., May 24—[Special.]—Scores of colonies of Mennonites who have for years fought against the cold and difficulties of farming in the provinces of Manitoba and Saskatchewan, Canada, are to be moved almost bodily to the lower Mississippi Valley, representing perhaps the greatest single immigration movement into the lower valley in its history. It is estimated that 8000 of the thrifty sect will move from the Canadian country, settling largely in Mississippi, where there are fine opportunities for agricultural development and "unearned increment" in land values.

Such a movement from Canada was announced several months ago through the Southern Alluvial Land Association of Memphis, which reported that colonies contemplated establishing themselves in the South. Outside of supplying information as to the region, no effort was made to get the Mennonites to move to the lower valley on the part of the Memphis organization, but it is evident that their emissaries found the region very much to their liking.

Application was made to Governor Lee Russell of Mississippi several weeks ago by representatives of the Mennonites, who wanted to get assurance of religious freedom should they locate in Mississippi. The governor's reply was, in effect, that they would be accorded every freedom of American citizens.

Some objections were raised, it is said, that the Mennonites are "clannish" and do not mix with other citizens, and that they maintain their own schools and speak the German tongue. Governor Russell took the position that the addition of such a thrifty and law-abiding citizenry would be a big benefit to Mississippi, particularly because the Mennonites are excellent general farmers and will do a great deal to aid Mississippi become a general farming State instead of a cotton-growing State. It already has made big strides in general farming and livestock raising, farmers finding that the rich delta sections of the State produce enormous yields of almost every crop grown in the temperate zone, over and above the finest long-staple cotton produced in America.

It is not known definitely when the Mennonites will move South from Canada, but it is believed they will get pretty well established before winter.

MECHANICAL

Motors for Crane and Hoist Service.

For severe intermittent varying speed service where heavy starting torque is required, such as for cranes and hoists, the Westinghouse Electric & Manufacturing Co. has recently brought



THE "HK" MOTOR.

out the type "HK" direct-current, series-wound motors. These motors are especially designed for use where the load consists of a series of starts, stops and reversals, the motors being idle for only short periods. They are of enclosed construction with small openings in the lower part for ventilation. Covered openings in the top half of the frame give access to the brushes and the commutator. The most prominent feature is compact construction, giving small overall di-

mensions, light weight and great mechanical strength.

The motor has a forged open-hearth steel frame and solid forged-steel feet. The motors above 3 horse-power rating are equipped with commutating poles so that high momentary loads can be carried without serious sparking, and long life of commutator and brushes is thereby insured. All field coils are thoroughly insulated and impregnated. The brackets are strong and rigid, each complete with oil well and bearing housing. Oil-ring lubrication is used. The brush holders are clamped to insulated rods mounted on the front bracket, which are dowelled in place. The position of the brushes is thereby fixed for both directions of rotation.

Armature coils are form-wound and thoroughly insulated and impregnated before being placed in the slots. A blower is placed in the motor which effectively ventilates both armature and field windings. This allows a smaller diameter armature to be used, resulting in low flywheel effect, consequently little energy is required to start and stop the motor, thereby reducing to a minimum wear and tear on bearings and brakes.

Electrically operated, shoe-type brakes are supplied when ordered.

Soon to Begin Construction on Mayo Trail.

Whitesburg, Ky., June 6.—[Special.]—Arrangements are being perfected for the very early beginning of construction of the Mayo, who had a large part in attracting attention to the re-six coal field counties, starting at Pound Gap on the Kentucky-Virginia border in Letcher county and extend through Pike, Floyd, Johnson, Lawrence and Boyd counties, terminating at Ashland, a distance of over 150 miles. The new road will pass through the Big Sandy coal fields almost its entire distance, a section noted for scenic beauty and grandeur. The highway, talked of and agitated for years, is named for the late John C. Mayo, who had a large part in attracting attention to the resources of Eastern Kentucky.

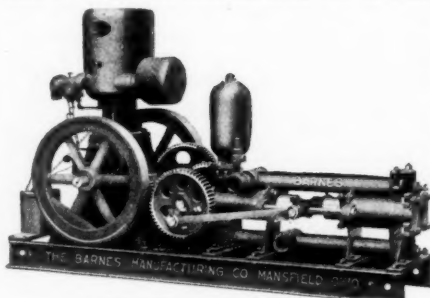
Will Manufacture Chemicals at Nitro, W. Va.

West Virginia and Michigan manufacturers will organize the Nitro Products Corporation for manufacturing chemicals at Nitro, W. Va. They have purchased a number of Government buildings and will adapt these structures to the installation of machinery for the production of their specialties in chemicals. The company has been incorporated with \$500,000 capital by J. F. Bouchelle, P. G. Jefferson, C. P. Miller and Berkeley Minor, Jr., each of Charleston, W. Va., and J. P. Pitcher of Saginaw, Mich.

Water Supply for Road Work.

A reliable water supply is essential to success in road building. Every contractor knows that it is useless to increase the size of his paving machinery and expect to get a greater output of concrete unless he can furnish his steam shovel, steam roller and concrete mixer with a dependable supply of water in sufficient quantity to keep them running full speed.

The road builders' pump shown in the accompanying cut is built by the Barnes Manufacturing Co., Mansfield, Ohio. It was



A PUMP FOR ROAD BUILDERS.

designed especially to furnish water on construction jobs where a pump must give continuous and reliable service under the most severe conditions.

This pump is of the plunger type, and therefore

has no brass cylinder liners or cup leathers to wear out and require replacing. The outside packed glands may be tightened from time to time without even stopping the pump, thus keeping its efficiency at a maximum.

The integral jack, machine-cut stub-tooth gears, cast-steel and malleable-iron crossarm and connecting rods give this pump the strength and sturdiness necessary to stand up under hard service.

These outfits are built in a number of sizes, so that the proper volume of water can be supplied for any construction job.

FOREIGN NEEDS

[The MANUFACTURERS RECORD receives many letters from abroad asking for information about American goods, and others, from men who wish to represent American houses. Without assuming any responsibility for these concerns, we publish a summary of the foreign letters of inquiry from week to week.]

ARTHUR L. GRAY, Stewart Dawsons Building, High Street, Christchurch, New Zealand.—Would be very glad to hear from manufacturers or dealers who have merchandise of merit that they wish to sell in New Zealand. Banking references.

H. W. Blanks, Cangelosi Building, Baton Rouge, La., says: "I have the pleasure of knowing Mr. Gray personally and know that he has a large clientele, both in Australia and New Zealand."

Many Goods for India.

DEE HENDERSON & COMPANY, 1 Maiden Lane, New York.—We have been asked to get particulars with a view to immediate placing of orders for the following:

Machinery for making wire nails, electrical supplies of all kinds, textile machinery, oil and similar engines, acetylene and similar gas lighting plants, small electric lighting systems, gasoline lighting plants, iron and steel wire-drawing machinery, machinery for a jewelry-making plant, scientific books. These goods are wanted for British India. We would like to get catalogues with prices. The quotations should preferably be c. i. f. Calcutta, but if not, they should be f. o. b. steamer Pacific Port. Manufacturers of other goods would also do well to send catalogues.

Dry Colors, Aniline Colors, Etc.

NILS ROING, Seminariegatan 4, Goteborg, Germany.—I am interested in undertaking an agency for a real first-class American factory manufacturing all kinds of dry colors, produced in the country as for paper mills, linoleum, painting purposes, etc. Kindly note that I have interest only for dry colors of any descriptions—not for ready-made colors in oil. I have only interest to make arrangement on commission basis. At present I am representing two leading color factories in Germany, but as conditions have changed and the prices are going steady upwards, it is rather difficult to do business. I am quite sure to be able to do the business, provided, of course, that prices and qualities will suit. I should be very much obliged for the names and addresses of some leading color factories in your country with details and samples. I am also interested for aniline colors, rosin, turpentine, shellac and animal and vegetable oils.

Construction Department

EXPLANATORY.

The MANUFACTURERS RECORD seeks to verify and obtain additional information regarding all enterprises reported in its Construction Department, by direct data correspondence. Further facts of news value are published later from telegraph, mail and representatives' reports. We appreciate having our attention called to errors that may occur.

DAILY BULLETIN.

The Daily Bulletin of the MANUFACTURERS RECORD is published every business day in order to give the earliest possible news about new industrial, commercial, building, railroad and financial enterprises organized in the South and Southwest. It is invaluable to manufacturers, contractors, engineers and all others who want to get in touch at the earliest moment with new undertakings, or the enlargement of established enterprises. The subscription price is \$20.00 per year.

Airplane Plants, Stations, Etc.

Ga., Camp Benning—Hangars.—Constructing Quartermaster, Washington, D. C.; erect 5 steel hangars for aviation section; bids until June 18; Alex. C. Doyle, supervise construction.

Ga., Griffin—Airplanes.—H. S. Olive Aeroplane Co. inceptd.; capital \$5000; H. S. Olive.

Ky., Louisville—Aeroplane Service.—Ohio Valley Aero-Transport Co. inceptd.; capital \$40,000; Lee Miles, D. B. G. Rose, F. M. Deeds; operate passenger and freight air line between Louisville and Cincinnati.

Va., Hampton—Hangars, etc.—War Dept., Washington, D. C.; expend \$1,000,000 for additional building at Langley Field; 2 seaplane hangars, \$245,000; additional buildings, \$582,000; concrete road to gas plant and hangars, \$177,000.

Bridges, Culverts and Viaducts.

Ala., Guntersville.—Florida Short Route Bridge Co.; build bridge across Tennessee River.

Ark., Parkin.—Cross County Comms., St. Francis-Tyrone Road Improvement Dist., R. C. Dalton, Secy.-Treas.; construct timber or steel highway bridge over Tyrone River; 300 ft. long, 16-ft. roadway; bids opened June 7; Newsom Engineering Co., Engr., Wynne, Ark.

Fla., Tavares.—Lake County Comms., M. V. Simpson, Chrmn., Tavares, Fla., and Seminole County Comms., L. A. Brumley, Chrmn., Sanford, Fla.; erect wooden bridge across Wekiva River; 226 ft. long; bids until June 16. (See Machinery Wanted—Bridge Construction.)

Fla., Titusville.—Brevard County Comms.; construct bridges and roads; \$300,000 bonds.

Ga., Elberton.—New York-Atlanta Highway Bridge Co., organized; capital \$100,000; Raymond Stapleton, V.-P., Elberton; H. T. A. Sherard, Prest.; H. S. Wakefield, Secy.-Treas., both Iva, S. C.; erect toll bridge over Savannah River.

Ky., Frankfort.—State Road Dept., Joe Boggs, Commr.; construct Salt River bridge; \$35,000; Geo. M. Eady Co., Contr., Louisville, Ky.

N. C., Goldston.—Chatham County Comms., W. H. Ferguson, Chrmn., Pittsboro, N. C.; construct 60-ft. steel span across Bear Creek; bids until June 14. (See Machinery Wanted—Bridge Construction.)

Tex., Paris.—Lamar County, W. L. Hutchinson, Judge; construct steel bridges; Austin Bros. Bridge Co., Contr., Dallas, Tex.; W. M. Fooseh, Engr.

Canning and Packing Plants.

Ala., Foley.—Brockman Packing Co. inceptd.; capital \$20,000; Henry Brockman.

Fla., Cedar Key.—L. A. Toler, Postoffice

Bldg.; organize company; establish fish cannery and fertilizer plant; erect 10-ton ice and cold-storage plant; contemplated.

Fla., Lakeland.—Lakeland Citrus Growers' Assn., E. M. Patterson, Secy. and Mgr.; erect 180x100-ft. semi-fireproof building; tile or brick; \$60,000; install \$35,000 mchy.; pack oranges; Albert J. Poteet, Archt., Hardin Bldg. (Lately noted.)

Ga., Quitman.—Quitman Packing Co. organized; establish plant to pack pears and sweet potatoes; later syrup and vegetables; Southern Cannery Supply Co., Albany, Ga., in charge.

Miss., Crystal Springs.—Crystal Springs Canning Co.; increase capital to \$10,000; can sweet potatoes; mfre. kraut.

Tex., Waco.—Armour & Co.; remodel building; \$18,000.

Clayworking Plants.

Ga., Augusta.—Bricks.—Hagler Brick Co. inceptd.; capital \$100,000; Jno. C., Wm. K. and Katherine G. Hagler.

Ky., Russell.—Refractory Products.—Kentucky Refractories Corp. organized; Clyde K. Turley, Mgr.; has 2500 acres flint clay; erect 3-unit refractory plant; daily capacity 50,000 bricks per unit. (Lately noted inceptd.; capital \$750,000.)

Tex., Dallas.—Clay Products.—Phoenix Clay Corp. chartered; capital \$200,000; C. W. Martin, T. M. Dees, Eugene De Bogory.

Tex., Houston.—Bricks.—Houston Brick & Tile Co., E. P. Blankenship, Prest.; purchased \$2000 brick mchy.; daily capacity 10,000 to 15,000 bricks. (Lately noted organized, capital \$6000.)

Coal Mines and Coke Ovens.

Ky., Lenut.—Happy Coal Co. inceptd.; capital \$100,000; J. R. Pates, Lexington; C. L. and C. R. Ryley, Versailles, Ky.; acquired mine; install mchy.; increase daily capacity from 7 to 12 cars.

Tenn., Knoxville.—Coalfield Coal Co.; increased capital from \$50,000 to \$100,000.

Tenn., Knoxville.—Buffalo Coal Co.; increased capital from \$75,000 to \$150,000.

Tex., Como.—McKay Lignite Mining Co., J. C. McKay, Prest., 609 Sumpter Bldg., Dallas, Tex.; developing 200 acres; daily output 400 tons. (Lately noted increased capital from \$25,000 to \$100,000.)

W. Va., Asco.—Atlantic Smokeless Coal Co., George Wolfe, Prest.-Mgr., Beckley, W. Va.; developing 2100 acres; daily output 200 tons; C. C. Bailey, Const. Engr., Davy, W. Va. (Lately noted increased capital from \$150,000 to \$200,000.)

W. Va., Glen Jean.—Fay Ral Coal Co. inceptd.; capital \$10,000; C. P. Callaway, Chas. Wilburn, Eugene Burg.

W. Va., Morgantown.—Randall Coal Co.; erect tipple; bids open.

W. Va., Brush Creek.—Easley Coal Co. (lately noted inceptd., capital \$75,000) organized; Fred Easley, Prest.-Mgr., Brush Creek; Wayne Browning, V.-P.; L. N. Andrews, Secy.; J. G. Preston, Treas.; all Barnabus, W. Va.; develop 1300 acres; daily output 2000 tons; R. J. Moss, Const. Engr. (See Machinery Wanted—Mining Machinery.)

W. Va., Charleston.—Dorelyn By-Products Coal Co. inceptd.; capital \$50,000; Max Kriegle, J. F. Bouchelle; both Charleston; Isidor Gerler, New York.

W. Va., Charleston.—Blue Band Coal Co. inceptd.; capital \$50,000; C. C. Counts, Harry Eastwood, A. Garnett Thompson.

Concrete and Cement Plants.

S. C., Camden.—Cement Bricks.—A. D. Kennedy, Jr.; erect sheds; mfre. cement bricks. (See Machinery Wanted—Brick Machinery.)

Cotton Compresses and Gins.

La., West Monroe.—J. D. Madden; rebuild Cottonport Plantation gin; loss \$10,000.

Tex., Canutillo.—Anthony & Dale; erect 4-stand Continental machine gin; \$25,000.

Tex., Teague.—Teague Compress Co.; increase capital from \$25,000 to \$35,000.

W. Va., Wheeling.—Concrete Products.—Concrete Products & Building Co., 622 Wheeling Bank & Trust Co. Bldg., organized; erect plant; mfre. cement roofing tile, building blocks, bricks, reinforced cement posts, etc. (Lately noted inceptd., capital \$100,000.)

Cottonseed-Oil Mills.

S. C., Fountain Inn.—Fountain Inn Oil Mill & Fertilizer Co. chartered; T. D. and O. C. Wood, D. M. Garrett. (Lately noted rebuild burned plant.)

S. C., Honea Path.—Honea Path Oil Mill Co. inceptd.; capital \$50,000; J. R. Austin, Prest.-Treas.; J. E. Harper, Secy.-Asst. Treas.

Drainage Systems.

Ala., Huntsville.—Huntsville Chamber of Commerce; interested in organization of drainage district; reclaim 50,000 acres between Huntsville and Tennessee River.

Fla., Perry.—State Board of Health, City of Perry and others; construct 4 canals for anti-malaria drainage system; dredge work; \$30,000; George W. Simons, Chief Sanitary Engr.; J. D. Donahoe, Contr., Third St.; both Jacksonville, Fla. (Bids lately noted.)

Tex., Houston.—Harris County Comms.; construct system for Drainage Dist. No. 8; vote on \$240,000 bonds.

Electric Plants.

Ark., Conway.—City; improve electric-light and water systems; \$12,000; enlarge light plant on Prairie Ave.; install engine and generator. Address The Mayor.

Fla., Fort Pierce.—City; install electric-light and water-plant additions. Address The Mayor.

Ga., Adel.—City; improve electric-light and water systems; voted \$12,000 bonds. Address The Mayor. (Lately noted to vote.)

In writing to parties mentioned in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.

Mo., River Mines.—St. Joseph H. L. & R. Co., St. Joseph, Mo.; improve power-house; Stone & Webster, Gen. Contrs., 38 Dearborn St., Chicago, Ill., and 147 Milk St., Boston, Mass.

N. C., Fayetteville.—Cumberland Railway & Power Co.; increase capital to \$1,000,000.

S. C., Paris Island.—Navy Dept., Bureau Yards and Docks, Washington, D. C.; improve power plant; specification 4211; overhead steel coal bunker; overhead concrete ash bunker; coal-handling equipment outside building, consisting of steel loading hopper, coal crusher and elevator, etc.; side-feed stokers for four 300 H. P. boilers; industrial track over stokers, including track scales and 2 dump cars; steam jet ash conveyor; 1200 H. P. open-feed water heater; 3 boiler-feed pumps; 300 K. V. A. turbo alternator; 25 K. W. exciter, etc.; bids until June 21. (See Machinery Wanted—Power Plant Equipment.)

S. C., Spartanburg.—South Carolina Light, Power & Ry. Co., Mr. Tripp, Gen. Mgr.; construct electrical transmission line to Whitney.

Tex., Dallas.—Dallas Elevator & Electric Co. inceptd.; capital \$35,000; W. O. Parker, E. B. Thomas, A. C. Bookout.

Fertilizer Factories.

Fla., Cedar Key.—L. A. Toler, Postoffice Bldg.; organize company; establish fertilizer plant and fish cannery; erect 10-ton ice and cold-storage plant; contemplated.

Fla., Jacksonville.—Wilson & Toomer Fertilizer Co.; erect \$75,000 factory building.

N. C., Grover.—T. L. Neal, W. R. Hambright, J. L. Herndon; organize company; capital \$10,000; install rock-crushing mch.; produce ground limestone.

S. C., Fountain Inn.—Fountain Inn Oil Mill & Fertilizer Co. chartered; T. D. and O. C. Wood, D. M. Garrett. (Lately noted rebuild burned fertilizer plant.)

Flour, Feed and Meal Mills.

Ga., Atlanta.—Alco Feed Mills; alter and repair building; \$10,000; Arthur Tufts, Contr., Candler Annex.

Ky., Owensboro.—Owensboro Milling Co.; increase capital from \$15,000 to \$50,000.

Mo., Jackson.—Cape County Milling Co.; erect 160,000-bu. capacity grain elevator; Miller, Holbrook & Warren, Archts., Milliken Bldg., Decatur, Ill.

Mo., Springfield.—Meyer Milling Co., L. S. Meyer; erect \$25,000 addition for storage between engine-room and elevator; 42x26x90 ft. high; reinforced concrete; install complete equipment to clean and temper wheat; 12 bins with 20,000 bu. storage capacity; Southwest Engineering Co., Engr.

Mo., Wheaton.—Wheaton Milling & Power Co., H. G. Goostree, Mgr.; increase capital from \$20,000 to \$40,000; erect four 36x16-ft. concrete fireproof tanks; install elevator head, boot and legs, belts, buckets and pulleys; 3½ H. P. electric motor; daily output 50 bbls. flour, 10,000 lbs. meal. (See Machinery Wanted—Elevator Equipment; Motor.)

Okla., Amber.—Amber Grange Elevator Co. inceptd.; capital \$20,000; J. W. Webb, F. W. Ayers, T. M. McElroy.

Okla., Perry.—Perry Mill & Elevator Co. inceptd.; capital \$500,000; Frank Kell, Wichita Falls, Tex.; T. C. Thatcher, Jos. A. Kell, both Oklahoma City.

Tenn., Columbia.—Columbia Mill & Elevator Co., W. A. Dale, Prest.; erect 5-story 80x40-ft. building; brick; slow-burning mill construction; \$40,000; install \$40,000 mch.; Nurdyke & Marmon Co., Archts., Indianapolis, Ind.;

Howard & Sumner Construction Co., Contr., Nashville, Tenn.

Tex., Amarillo.—Great West Mill & Elevator Co., E. R. Humphrey, Gen. Mgr.; install additional 600-bbl. flour unit; Burrell Engineering & Construction Co., Contr., Chicago, Ill.; C. A. Nelson, Local Supt.

Tex., Dallas.—Dallas Elevator & Electric Co. inceptd.; capital \$35,000; W. O. Parker, E. B. Thomas, A. C. Bookout.

Tex., Houston.—Weatherford, Crump & Co. inceptd.; capital \$9,000,000; W. Weatherford, A. B. Slack, R. E. Goree; construct grain mills and elevators.

W. Va., Iaeger.—Iaeger Feed & Provision Co. inceptd.; capital \$25,000; Jno. L. Hardin, Iaeger; C. M. Jennings, Princeton, W. Va.; W. M. Payne, English, W. Va.

Foundry and Machine Plants.

Ala., Anniston.—Railway Forgings.—National Forge Co., B. F. Lively, Prest.; erect plant; mfr. railway forgings; Ogletree Construction Co., Contr. (Lately noted organized, capital \$50,000.)

Ala., South Anniston.—Foundry.—Ornamental Foundry Co.; rebuild office, machine shop and pattern building; loss \$25,000.

Fla., Miami.—Repairs, etc.—Seventh Street Repair & Welding Co., Mr. De Bogery; erect plant; install mch.; purchased.

Ky., Louisville.—Railway Switches.—Automatic Light Switch Co. inceptd.; capital \$50,000; J. W. Roberts, C. I. Pickrell, W. L. Scott.

Md., Hagerstown.—Sandblast Machinery.—Pangborn Corp.; J. C. and Thomas Pangborn; erect 1-story plant addition; has plans.

Mo., Springfield.—Stoves.—Woods-Evarts Stove Co.; erect \$200,000 plant addition; double capacity.

Mo., St. Louis.—Machine Shop.—Brecht Co., Gus V. Brecht, Prest., 1201 Cass Ave.; erect 2-story 107x131-ft. building; brick and reinforced concrete; fireproof; Reinschmidt Construction Co. and Kellerman Construction Co., Contrs., Victoria Bldg.; H. T. Springnether, Supt. of Construction. (Previously noted to erect.)

N. C., Carrboro.—Harvesting Machines.—Ward-Squires Co. inceptd.; capital \$25,000; R. H. and N. Ward, J. T. Squires; mfr. harvesting machines.

Okla., Cyril.—Iron.—Cyril Iron Works incorporated; capital \$5000; A. A. Stine, L. A. Davis, both Cyril; J. H. Clark, Woodville, Tex.

Tex., Corsicana.—Graders.—Corsicana Grader & Machine Co. inceptd.; capital \$100,000; S. L. Reese, C. E. Kerr, A. Ferguson.

Tex., Fort Worth.—Oil-field Supplies.—Wagner Supply Co. inceptd.; capital \$1,000,000; Warren Wagner, W. W. Kent, R. W. Davis; erect plant; mfr. oil-well supplies; 25-acre site; Mitchell, Gartner & Walton, Archts.

Va., Roanoke.—Repairs.—F. N. Hayes Machine & Motor Co. inceptd.; capital \$25,000; F. N. Hayes, Prest.; C. E. Cassidy, Secy.-Treas.; repairing, acetylene and electric welding.

W. Va., Charleston.—Mine Equipment.—Kanawha Mfg. Co., Thompson St.; erect 1-story 40x48-ft. forge shop; brick and steel construction; \$5000; 50x96-ft. steel building, \$3500. (Previously noted to rebuild burned plant.)

Gas and Oil Enterprises.

La., Amite.—Il Mondo Oil & Gas Co., Shreveport, La., organized; capital \$250,000; J. Hamilton Warner, Prest.; F. N. Murphy, Secy.; Hugh Goldsby, Treas.

La., Shreveport.—Lanier Oil & Land Corp. chartered; capital \$1,500,000; W. B.

Davis, Prest., Chattanooga, Tenn.; J. S. Lanier, Treas., Shreveport; J. B. Blair, Secy., New York.

Okla., Bigheart.—Swanee Oil & Gas Co. incorporated; capital \$50,000; W. W. Hinshaw, R. J. Blaylock, both Bigheart; L. C. Ash, Collinsville, W. Va.

Tex., Rising Star.—Smith-Ferguson Oil Co. inceptd.; capital \$200,000; D. F. Smith, G. R. Ferguson, W. W. Thompson.

Va., Richmond.—City, Dept. Public Utilities, E. W. Trafford, Director; install cast-iron pipe, fittings and valves for yard connections at gas works; bids until June 17. (See Machinery Wanted—Piping, etc.)

Hydro-Electric Plants.

Ala., Birmingham.—Alabama Power Co., Thos. W. Martin, Prest.; considering plans for additional hydro-electric development to meet future demands; contemplates building dam and power-house to generate 90,000 electric horse-power at Duncan's Riffle, 17 mi. above Lock 18 and 15 mi. below Lock 12, where 90,000 horse-power has been developed; instead of that site on Coosa River, may build at Cherokee Bluffs, on Tallapoosa River, 20 mi. above Tallassee, and at Little River near Look-out Mountain, 35 mi. above Gadsden; remaining construction to insure Coosa-Alabama River navigation all year from Rome, Ga., to Gulf; includes building 90-ft. dam at Lock 18, 65-ft. dam at Duncan's Riffle, 35-ft. dam at Lock 7, three 13-ft. dams between Lock 18 and Wetumpka; Government to build the 3 smaller dams; these additional developments planned for future, provided President signs water-power bill recently passed by Congress.

Md., Laurel.—Maryland Motors Corp., T. B. Western, in charge, 631 Munsey Bldg., Baltimore; build hydro-electric plant; Alfred M. Quick, Engr., Equitable Bldg., Baltimore.

Mo., Kansas City.—Refining.—Marmaton Oil, Gas & Refining Co. inceptd.; capital \$500,000; E. L. Wyatt, W. M. Stivison; both Kansas City; S. C. Thompson, Mexico, Mo.

Mo., St. Louis.—St. Louis Petroleum Co. inceptd.; capital \$1,000,000; T. L. Croteau, M. A. Bruce, S. E. Dill; all Wilmington, Del.

Oklahoma.—Oklahoma Consolidated Petroleum Co. inceptd.; capital \$200,000; Jas. M. Satterfield, L. B. Phillips, Walter P. Carrow; all Dover, Del.

Tex., Bay City.—Southern Drilling & Production Co. inceptd.; capital \$50,000; A. M. Anderson, C. G. Hamill, C. A. Erickson.

Tex., Fort Worth.—Texas Pitts Oil Corp. chartered; capital \$1,600,000; H. C. and C. M. Pitts; both Fort Worth; Fred Brasted, Oklahoma City, Okla.

Tex., Houston.—Canuck-Ua Oil Corp. chartered; capital \$5,000,000; W. T. Stackhouse, T. B. Armstrong, A. P. Benitz.

Tex., Mercedes.—Llano Grande Plantation Co., Wm. Doherty, V.-P., Scanlan Bldg., Houston, Tex.; build transmission system; 3 mi.; develop 150 H. P. Diesel engine direct connected, 2300 volt-power line, two 30-in. motor-driven pumps; \$100,000; Dodds & Wedegartner, Contrs., San Benito, Tex., for plant; machinery contracts also awarded; R. A. Trufant, Engr.

Ice and Cold-Storage Plants.

D. C., Washington.—Depot Officer, 17th and F St. N. W.; install 6-ton refrigerating plant, including 15 H. P. D. C. motor, 1200 rev., sectional construction cooler, 20x15x12 ft., with 2 finished sides, 52-ft. counter base, three 6-ft. display cases, 40-ft. meat rack, 115-ft. overhead meat rack; bids until June 10. (See Machinery Wanted—Refrigerating Plant.)

Fla., Cedar Keys.—L. A. Toler, Postoffice

Bldg.; organized company erect 10-ton ice and cold-storage plant; canning and preserving outfit; fertilizer plant; for fishing industry; contemplated.

Irrigation Systems.

Tex., Mercedes.—Llano Grande Plantation Co.; construct main canal and laterals; dirt with reinforced concrete; irrigate 7000 acres for sugar-cane and other crops; R. A. Tru-fau, Engr.

Land Developments.

Ala., Albany.—Alabama Textile Co., H. Ruegg, Jr., plans purchasing 100-acre site to cultivate mulberry trees and silk worms.

Fla., Fort Myers.—Pescador Fruit Co. incptd.; capital \$25,000; Willard L. Velie, Prest.-Treas.; H. E. Heitman, V.-P. and Mgr. Fla., Orlando.—Indian River Corp. chartered; capital \$10,000; L. S. Haskell, Prest.; Herman S. Davis, Treas.-Secy.

N. C., Hendersonville.—W. B. Gillican, New Orleans, La.; develop estate; E. S. Draper, Landscape Archt., Charlotte, N. C., and New York.

N. C., Salisbury.—Salisbury Golf Club; acquired 80-acre site; develop; install golf links, tennis court, swimming pool.

S. C., Greenville.—Robt. E. Abell; develop estate; E. S. Draper, Landscape Archt., Charlotte, N. C., and New York.

S. C., Greenville.—G. R. Dawson; develop estate; E. S. Draper, Landscape Archt., Charlotte, N. C., and New York.

W. Va., Huntington.—Pleasant View Land Co. incptd.; capital \$25,000; C. L. Hibner, F. J. Klenzing; both Huntington; F. L. Gray, Ironton, O.

Lumber Manufacturing.

Ala., Alexander City.—Alexander City Mfg. Co.; establish saw and planing mill.

Ala., Leeds.—C. E. Mayerhoff Lumber Co. incptd.; capital \$200,000; C. E. Mayerhoff, J. M. McLean, W. H. Singley.

Ark., Dexter.—Leftwich-Brown Lumber Co. R. F. D. 4, Pine Bluff, Ark.; erect saw-mill; daily capacity 15,000 ft. (Lately noted to establish mill.)

Ark., Hot Springs.—Noah P. Sanderson, Texarkana, Ark.-Tex.; purchased 30,000 acres first growth pine timber for development; construct railway.

Ark., Jonesboro.—W. C. Craig; rebuild burned sawmill.

Fla., Daytona.—McCormick Lumber Co., Deland, Fla.; erect resaw plant; purchased additional stumpage.

Ga., Broxton.—J. N. Bray & Co., Valdosta, Ga.; purchased 60,000,000 ft. timber; develop; erect mill.

Ga., Pineora.—Pineora Mfg. Co.; increased capital from \$24,000 to \$500,000.

Ky., Ashland.—Saulsberry Lumber Co. incorporated; capital \$60,000; J. W. Kitchen, W. T. Hicks, W. L. Saulsberry.

Ky., Bilvia.—Moses Webb, Robinet Gibson; develop timber tract; install mill.

Ky., Hazard.—Red Oak Lumber Co. organized; Wm. T. McLeomore, Prest., Winchester, Ky.; install mills; daily capacity 30,000 to 40,000 ft.; contemplates planing mills. (Lately noted incptd., capital \$200,000.)

Ky., Hazard.—J. A. Allen; purchased 444 acres timber tract; develop; install mill.

Ky., McRoberts.—J. O. Holbrook; acquired additional timber tract; develop; install planing mill.

La., Fairbanks.—R. L. Edwards, Monroe, La.; erect \$20,000 sawmill; contract let; purchased 3500 acres timber.

La., Fondale.—J. M. Jones Lumber Co., J. M. Jones, owner, Monroe, La.; has \$125,000 mill, dwellings, railroad, etc.; daily capacity 75,000 ft. hardwood lumber. (Lately noted to acquire 36,000-acre timber tract.)

La., Leesville.—J. W. Sanders Lumber Co. incptd.; capital \$10,000; F. P. Jones, Prest.; J. W. Sanders, Secy.-Treas.

La., Shreveport.—Redman Lumber Co. incptd.; capital \$80,000; David A. Hoover, Prest.; Ray A. Crow, V.-P.; both Shreveport; Henry Redman, Secy.-Treas., Elmwood, La.

Md., Princess Anne.—Daniel C. Armstrong, Pocomoke City, Md.; purchased 800 acres first growth pine timber tract; develop.

Miss., Lyman.—L. N. Dantzier Lumber Co.; rebuild burned sawmill.

N. C., Charlotte.—Lincoln Lumber Co. incorporated; capital \$10,000; I. C. Triplett, J. E. Elrod, W. T. Elliott.

N. C., Goldsboro.—Whiteville Lumber Co.; increased capital from \$200,000 to \$400,000.

N. C., Poplar.—Roan Lumber Corp. chartered; capital \$25,000; Frank E. Highley, Prest.-Mgr., Poplar; J. C. Greer, V.-P., Forbes, N. C.; F. J. Heazel, Secy.-Treas., Kingsport, Tenn.; developing 400 acres; has mill; daily output 15,000 ft.

Tex., Houston.—Spencer-Sauer Lumber Co.; increased capital from \$75,000 to \$150,000.

Tex., Houston.—Fields-Lutman Lumber Co.; increased capital from \$50,000 to \$250,000.

W. Va., Huntington.—Pigeon Creek Lumber Co. incptd.; capital \$500,000; C. N. Davis, H. M. Watts, H. S. King.

Hydro-Electric Plants.

Ala., Muscle Shoals.—Constructing Quarter-master, U. S. Nitrate Plant No. 2; construct transmission line between Plants 1 and 2; 4 mi.; bids until June 21. (See Machinery Wanted—Electrical Transmission Line.)

Ice and Cold-Storage Plants.

Ala., Huntsville.—Huntsville Ice & Coal Co.; expend \$100,000; install mch.; purchased; increase plant capacity to 160 tons.

Lumber Manufacturing.

Ala., Yellow Pine.—Persons Lumber Co., Tuscaloosa, Ala., organized; J. C. Persons, Prest.-Treas.-Mgr.; R. S. Hughes, V.-P.; erect saw and planing mill, drykilns; \$50,000; daily capacity 50,000 ft. (Lately noted incptd., capital \$150,000.)

Fla., Baxter.—Baker County Lumber Co. incptd.; capital \$20,000; H. W. Herlong, Prest.; R. O. Dennard, V.-P. and Gen. Mgr.; N. M. Dennard, Secy.-Treas.

W. Va., Morgantown.—Seaman Mill & Lumber Co. incptd.; capital \$100,000; Noah A. Moore, R. E. Seaman, Earl F. Hall. (Lately noted to erect 125x312-ft. mill.)

Metal-Working Plants.

Ky., Lexington.—Wire Nails.—Kentucky Steel Products Company incptd.; capital \$250,000; John R. Humphrey, James C. Stone; both Lexington; R. D. Jenkins, Chicago; erect \$150,000 plant; install mch.; purchased; daily capacity 25 tons steel wire nails.

Md., Baltimore.—Dish-washing Machinery. P. D. Gibson, 2401 Eastern Ave.; leased space in Varsity Bldg.; install \$35,000 to \$40,000

equipment to mfr. dish-washing mch.; all of sheet metal and tinplate; hand power; later mfr. electric-power machines; initial daily output 400 machines.

Tenn., Chattanooga.—Enamel Ware.—Mutual Enamel Ware Co.; organized by F. H. Caldwell, Prest. of Cahill Iron Works; erect \$250,000 plant; mfr. bathtubs, slop sinks, etc.

W. Va., Dunbar.—Enamel-ware.—Fletcher Enamel Co.; erect 96x175-ft. plant; construction by owner; mch. purchased. (Lately noted increased capital to \$450,000; erect fire-proof construction plant.)

Va., Roanoke.—Metal Racks.—National Paper Bag Rack Co., 36 Eighth Ave., S. W., organized; F. O. Webber, Prest.-Mgr.; Harry Webber, Secy.-Treas.; temporary site; install mch.; \$2500; mfr. metal racks for paper bags. (See Machinery Wanted—Metal-working Machinery.)

Mining.

Fla., Lakeland.—Phosphate.—Southern Phosphate Corp., O. J. Ridenour, Prest.-Gen. Mgr., 25 Broad St., New York; develop 10,150 acres; daily output 1000 tons; install mining plants at Lakeland, Ridgewood, Mulberry, Tancrede; install 6 dryers (capacity 1000 tons), turbines, motors, washers, pumps, etc.; mch. purchased; L. W. Cottman, Constr. Engr., 810 Keyser Bldg., Baltimore, Md.; W. F. Carey & Co., Contrs., 96 Wall St., New York. (Previously noted organized to erect plant, develop phosphate land, etc.)

Fla., Mulberry.—Phosphate.—Southern Phosphate Corp., O. J. Ridenour, Prest., 25 Broad St., New York; install mining plant; L. W. Cottman, Const. Engr., 810 Keyser Bldg., Baltimore, Md.; W. F. Carey & Co., Contrs., 96 Wall St., New York. See Fla., Lakeland. (Previously noted.)

Fla., Ridgewood.—Phosphate.—Southern Phosphate Corp., O. J. Ridenour, Prest., 25 Broad St., New York; install mining plant; L. W. Cottman, Const. Engr., 810 Keyser Bldg., Baltimore, Md.; W. F. Carey & Co., Contrs., 96 Wall St., New York. See Fla., Lakeland. (Previously noted.)

Fla., Tancrede.—Phosphate.—Southern Phosphate Corp., O. J. Ridenour, Prest., 25 Broad St., New York; install mining plant; L. W. Cottman, Const. Engr., 810 Keyser Bldg., Baltimore, Md.; W. F. Carey & Co., Contrs., 96 Wall St., New York. See Fla., Lakeland. (Previously noted.)

Mo., West Line.—Rock-West Lone Rock Co. incptd.; capital \$150,000; J. W. Weissner, West Line, Mo.; E. E. and O. E. Hairgrove; both Kansas City, Mo.

N. C., Caswell County.—Mica.—Milton Mica Co. organized; capital \$100,000; Fitzhugh L. Sparks, Prest.; W. Mac Jones, Secy.-Treas.; David Edmond, Gen. Mgr.; all Richmond, Va.

N. C., Spruce Pine.—Feldspar.—Feldspar Mining Co. incptd.; capital \$125,000; F. E. Bradford, Spruce Pine; D. W. Adams, Old Fort, N. C.; J. W. Winborne, Marion, N. C.

N. C., Statesville.—Granite.—Alexander Granite & Land Co. incptd.; capital \$100,000; J. B. Roach.

Va., Richmond.—Sand and Gravel.—Oscar Swineford, Room 617 Mutual Bldg.; develop sand and gravel pits; contemplated. (See Machinery Wanted—Washing Machinery; Screening Equipment.)

Miscellaneous Construction.

Fla., Sanford.—Docks, etc.—Lakefront Improvement Co., incptd.; capital \$150,000; J. D. Hood, Prest.; H. C. DuBose, Secy.-Treas.

N. C., Salisbury.—Swimming Pool.—Salisbury Golf Club; construct swimming pool.

tennis courts, golf links, etc.; purchased 80 acres.

Mo., St. Louis—Metal Beds.—American Bed Co., A. F. De Camp, Prest.; erect 2-story 75x120-ft. building; A. Doerflinger, Contr., 2904 Juniata Ave.; Nolte & Nauman, Archts., Fullerton Bldg. (Lately noted to erect.)

Mo., St. Louis—Tinware.—Standard Stamping Co., Geo. Weigand, Prest.; erect 5-story 53x60-ft. building; L. H. Grone Construction Co., Contr., Benoist Bldg.; Klipstein & Latham, Archts., Chemical Bldg. (Lately noted machine shop contemplated.)

Tenn., Knoxville—Mausoleum.—Knoxville Mausoleum Co. inctd.; capital \$10,000; Norman B. Morrell, T. J. Warwick, L. C. Lamb.

Tenn., Jackson—Swimming Pool.—Jackson Rotary Club; construct municipal swimming pool in Lancaster Park; erect bathhouses, etc.

Va., Norfolk—Bulkhead.—United States Engr. office; construct bulkhead on Craney Island Flats; bids until July 2. (See Machinery Wanted—Bulkheads.)

Va., Norfolk—Dredging.—United States Engr. office, Custom-house; dredge upon Inland Waterway from Norfolk, Va., to Beaufort, N. C.; bids until June 30. (See Machinery Wanted—Dredging.)

Miscellaneous Enterprises.

Ala., Birmingham—Printing.—Cason Printing Co. inctd.; capital \$5000; C. W. Bullock, Prest.; J. D. Sellers, V.-P.; L. B. Scoville, Secy.; S. Edgar Titus, Treas.

Ala., Montgomery—Laundry.—Woman's College of Alabama, Dr. M. W. Swartz, Dean; erect \$15,000 laundry building.

Ala., Talladega—Laundry.—Model Steam Laundry inctd.; capital \$10,000; C. L. Clancy.

Ark., Little Rock—Printing.—Central Printing Co. inctd.; C. H. Briggs, H. B. Tipton, J. W. Anderson.

Ark., Little Rock—Laundry.—Imperial Laundry Co., Myron Lasker, Prest.; build additional story to plant; install mchy.; double capacity.

D. C., Washington—Laundry.—Capital Towel Service Co.; erect 45x100-ft. fireproof building; slag roofing; reinforced concrete floor; \$30,000; install hand elevator; high steam heating plant; Cutler & Woodbridge, Archts., 301 Mutual Fire Insurance Bldg.; separate contracts let.

Fla., Fort Lauderdale—Publishing.—Dixie Music Publishing Co. inctd.; capital \$20,000; A. B. Lowe, Prest.; George G. Mathews, V.-P.; Robert J. Reed, Secy.-Treas.

Fla., Jacksonville—Construction.—Nu-System Building Co. inctd.; capital \$60,000; Sylvester H. Grobb, Prest.-Treas.; A. W. Brown, Secy.

Fla., Lakeland—Laundry.—R. W. Weaver; erect 100x75-ft. building; \$15,000; Floyd & Temple, Contrs.; Albert J. Poteet, Archt., Hardin Bldg. (Lately noted to rebuild burned plant.)

Fla., Melbourne—Stockyards.—St. Johns Cattle Co. inctd.; capital \$50,000; Le Roy Bass, Prest.-Treas.; Fred Loren, Secy.

Fla., Mt. Dora—Navigation.—Mt. Dora Navigation Co., inctd.; capital \$2500; H. W. Willett, Prest.; J. F. Donnelly, V.-P.; R. M. White, Secy.; Charles Edgerton, Treas.

Ga., Augusta—Laundry.—J. P. King Mfg. Co.; erect laundry for mill employees; P. P. Scroggs, Archt.

Ga., Charing—Potato Curing.—Planters' Products Co., J. W. Floror, Mgr., Montezuma, Ga.; erect 10,000-bu. capacity sweet-potato storage-house; 40x80 ft.; wood construction; double walls; concrete or brick foundation; stove heating; P. G. Busbee, Contr. (Previously noted to erect.)

Ga., Ideal—Potato Curing.—Planters' Products Co., J. W. Floror, Montezuma, Ga., Mgr.; erect 10,000 capacity sweet-potato storage-house; 40x80 ft.; wood construction; double walls; concrete or brick foundation; stove heating; P. G. Busbee, Contr. (Previously noted to erect.)

Ga., Lilly—Potato Curing.—Planters' Products Co., J. W. Floror, Mgr., Montezuma, Ga.; erect 10,000-bu. capacity sweet-potato storage-house; 40x80 ft.; wood construction; concrete or brick foundation; double walls; stove heating; P. G. Busbee, Contr. (Previously noted to erect.)

Ga., Mauk—Potato Curing.—Planters' Products Co., J. W. Floror, Mgr., Montezuma, Ga.; erect 10,000 or 20,000-bu. capacity sweet-potato storage-house; wood construction; double walls; concrete or brick foundation; stove heating; P. G. Busbee, Contr. (Previously noted to erect.)

Ga., Montezuma—Potato Curing.—Planters' Products Co., J. W. Floror, Mgr., Montezuma, Ga.; erect 20,000-bu. capacity sweet-potato storage-house; wood construction; double walls; concrete or brick foundation; stove heating; P. G. Busbee, Contr. (Previously noted to erect.)

Ga., Port Wentworth—Creosoting.—Savannah Creosoting Co., S. W. Labrot, Prest., 99 Nassau St., New York; F. S. Bishop, Treas. and Gen. Mgr., Hotel Savannah, Savannah, Ga.; erect plant for wood preserving; install 12 steel 8x180-ft. cylinders, two 50-ton steel locomotive cranes, 40-ton switch locomotive, three 50x30-ft. steel tanks, three 25x25-ft. creosote-oil tanks, 45x30-ft. fuel-oil tank, oil and vacuum pumps, air compressors; all purchased; annual capacity 30,000,000 ft.; Woodson W. Simmons, Engr., Louisville, Miss. (Previously noted to erect creosoting plant, install \$500,000 mchy., etc.)

Ga., Vienna—Potato Curing.—Planters' Products Co., J. W. Floror, Mgr., Montezuma, Ga.; erect 20,000-bu. capacity sweet-potato storage-house; wood construction; double walls; concrete or brick foundation; stove heating; P. G. Busbee, Contr. (Previously noted to erect.)

Ky., Lexington—Laundry, etc.—Charles Berryman, Prest. Phoenix Hotel Co.; erect laundry, carpenter and repair shop; remodel hotel building.

Ky., Lexington—Publishing.—Kentucky News Pictorial Co. inctd.; capital \$3000; Edward L. McClure, Elmer Bryant, Carl E. Neal.

Ky., Harlan—Plumbing.—W. Uhl Plumbing Co. inctd.; capital \$3000; E. D. Pollette, G. W. Uhl, E. M. Scott.

Ky., Lexington—Publishing.—Chase Publishing Co. inctd.; capital \$5000; S. L. Woodridge, J. M. Kimbrough, A. V. Huyler.

Ky., Louisville—Electrical Supplies.—Great Southern Farm Light Co., 632 S. 4th Ave., organized; Henry Clay Anderson, Prest.-Mgr.; F. T. Mitchell, V.-P.; E. C. Anderson, Secy.-Treas.; leased bldg. (Lately noted inctd., capital \$5000.)

La., New Orleans—Laundry.—Hubert Bros.; establish laundry.

Md., Aberdeen—Laundry.—Constructing Officer, Aberdeen Proving Ground; construct laundry and bakery; bids until June 17.

Mo., St. Louis—Laundry.—Cascade Wet Wash Laundry, B. J. Kearns, Prest., 2313 Texas Ave.; erect 1-story 52x50-ft. building; C. A. Welsh Construction Co., Gen. Contr., Central Naval Bank Bldg.; Koerner Engineering Co., Engr., Odd Fellows Bldg. (Lately noted to erect plant.)

Mo., St. Louis—Laundry.—Superior Laundry Co., A. G. Guerbacher, 1745 S. 18th St.; erect 2-story 100x100-ft. building; different contracts let; masonry to J. Abelin, 2906 Virginia Ave.;

plumbing to H. Doerner Plumbing Co., 2701 S. Broadway; E. J. Hess, Archt., 3226 Magnolia Ave. (Previously noted to rebuild burned plant.)

N. C., Aberdeen—Hardware.—North Carolina Hardware Co. inctd.; capital \$50,000; Fred Page, S. H. Miller.

N. C., Salisbury—Laundry, etc.—G. W. Isenhour; erect brick building; equip for laundry, cleaning and pressing plant.

N. C., Winston-Salem—Laundry.—West-End Wet Wash Laundry Co. inctd.; capital \$15,000; C. W. Hollowell, C. Wallace, C. A. Silling.

Tex., Amarillo—Laundry.—Amarillo Co-operative Union Laundry organized; capital \$35,000; S. W. Hammer, Secy.-Treas.; S. R. Van Buskirk, Mgr.; erect plant; purchased mchy.

Tex., Dickinson—Dairy.—Dairy Farmers' Co. inctd.; G. D. Collins, Roy H. Benson, E. W. Deats.

Tex., San Angelo—Printing.—San Angelo Standard inctd.; capital \$75,000; Houston Harte, M. L. Mertz, W. A. Wright.

Tex., San Antonio—Printing.—Alamo Printing Co.; increase capital from \$10,000 to \$50,000.

W. Va., Morgantown—Barges.—Condit Packet Co. inctd.; capital \$25,000; Silas A. Condit, Pittsburgh, Pa.; A. J. Peck, J. F. Meadows, both Charleston, W. Va.

Miscellaneous Factories.

Ala., Birmingham—Road Slag—Good Roads Slag Co., inctd.; capital \$30,000; J. W. McCollough, Prest.; G. A. Mattison, V.-P.; J. R. Copeland, Secy.

Ala., Seminole—Naval Stores.—O. K. Naval Stores Co. inctd.; capital \$100,000; W. D. Owens.

Ala., Selma—Bakery—Selma Bakery, C. C. Grayson; leased building; improve.

Ark., Texarkana—Roofing.—Southwestern Brick & Tile Roofing Co., H. J. Clark, representative, Dallas, Tex.; establish branch factory to mfr. roofing from sawdust; daily output 200,000 pieces.

D. C., Washington—Batteries.—Potomac Battery Corp.; erect building; B. Stanley Simmons, Archt.; H. D. Watts Co., Contr., Riggs Bldg.; sub-bids until June 15.

D. C., Washington—Sonneman & Justeman, Archts., 734 15th St.; preparing plans for 2-story 120x70-ft. factory building; brick and concrete.

D. C., Washington—Oxygen Plant.—Navy Dept., Bureau Yards and Docks; repair 1-story oxygen plant; brick; contemplated.

Fla., Fort Pierce—Brooms.—Geo. T. Pittman, Harry Rhodes; establish broom factory.

Ky., Lexington—Bottling—Whistle Bottling Co. inctd.; E. C. and M. V. Burgin, E. M. Haskins.

Ky., Lexington—Tobacco.—G. F. Vaughan, S. Broadway; erect \$5000 addition.

Ky., Maysville—Plug Tobacco.—R. J. Reynolds Tobacco Co., Bowman Gray, V.-P., Winston-Salem, N. C.; will not erect addition; recent report an error.

Ky., Morehead—Remedy.—Stephens Remedy Co. inctd.; capital \$50,000; J. H. and H. M. Stephens, I. A. Rhodes.

La., Fairbanks—Carbon Plants, etc.—Monroe-Louisiana Carbon Co.; purchased 20 or 30 additional acres; construct carbon and gasoline extraction plants.

La., New Orleans—Shoes.—Richmond J. and Andrew Martinez; erect U-shaped factory; wing 327x44 ft., with 2-story end for 131 ft. for storage; other wing, 1 story, 98x50 ft.; all sawtooth skylights; concrete floors; brick and steel sash piers and walls; install boiler-room, sprinkler system, restrooms.

Me., Aberdeen—Bakery.—Constructing Officer, Aberdeen Proving Ground, Md.; construct bakery and laundry; bids until June 17.

Me., Baltimore—Chemical Products.—La Motte Chemical Products Co., Frank L. Le Motte, Prest.-Mgr., 13 W. Saratoga St.; erect 1-story 7000-sq.-ft. fireproof building; install chemical equipment.

Me., Baltimore—Bottling.—Johnson Bottling Co., 1120 Etting St., inceptd.; capital \$2000; Allison D., Norman T. and Clarence M. H. Johnson.

Me., Curtis Bay—Drugs.—Curtis Bay Drug Co., Pennington Ave., inceptd.; capital \$20,000; Harry W. Rosenthal, Harry Edlavitch, Morris Klein.

Me., Greensboro—Baseballs.—Mitt & Glove Factory, T. S. Shibe and E. Clungeon, Proprs., Philadelphia, Pa.; establish factory for baseballs.

Me., Hagerstown—Shoes.—Byron Shoe Mfg. Co.; increase capital from \$100,000 to \$200,000.

Me., Pocomoke City—Night Robes.—E. Rosenfeld & Co., J. Lyon, 32 S. Paea St., Baltimore, Md.; erect 2-story 50x28-ft. factory addition; construction by owner.

Miss., Jackson—Candy.—Jackson Candy Co., inceptd.; capital \$10,000; B. L. Johnson, C. I. Fletcher, C. G. Bell, all Canton, Miss.

Mo., Chillicothe—Bakery.—Bench's Modern Bakery, Mr. Bench, Mgr.; erect 2-story-and-basement 120x112-ft. bakery and apartment-house.

Mo., Joplin—Creamery.—Springfield Creamery, Springfield, Mo.; establish plant.

Mo., St. Louis—Quality Realty Co., R. A. Boyle, 722 Chestnut St.; erect 4-story 172x92-ft. factory building; construction by owner; P. F. Bradshaw, Archt., International Life Bldg.; Knight & Co., Engrs., Walnwright Bldg.

Mo., St. Louis—Corrugated Boxes.—Standard Corrugated Box Co., W. L. Borders, Prest., 2108 Cass Ave.; erect 1-story 80x65-ft. factory addition; O. J. Popp, Archt., Odd Fellows Bldg.; M. C. Bartels, Gen. Contr., 4208 Garvies Ave.

N. C., Burlington—Ice Cream.—May's Ice Cream Co.; increase capital to \$25,000.

N. C., Greensboro—Candy.—Ballance & Co.; erect 3-story building addition; brick; \$25,000; mfr. candy.

N. C., Kinston—Tobacco.—Imperial Tobacco Co.; improve plant; erect additional stories; construct storage warehouse, industrial building for employees' apartments, garage, offices, etc.; total cost \$75,000. (Lately noted.)

N. C., Winston-Salem—Clothing.—Collett Clothing Co. inceptd.; capital \$100,000; C. W. Collett, C. M. Phelps, E. G. Brown.

Tenn., Kingsport—Chemicals.—Eastman Kodak Co., Rochester, N. Y.; purchased plant; buildings; establish branch factory; mfr. photographic chemicals.

Tex., Dallas—Royal A. Ferris, J. R. Schneider; erect 1-story factory building; brick and concrete; \$17,000.

Tex., Dallas—Chemicals.—Southern Sales Co. organized; capital \$200,000; Arthur L. Kramer, C. W. Davis, Max J. Rosenfield; establish plant.

Tex., Fort Worth—Bottling.—Acme Bottling Co., J. P. Berry, Secy.-Treas.; enlarge building; erect additional story; install bottling equipment.

Va., Norfolk—Bottling.—Taka-Cola Bottling Co., 25th St.; erect plant addition for storage; \$10,000.

Va., Richmond—Leather.—Richmond Leather Co.; rebuild burned plant; loss \$200,000.

Va., Strasburg—Lime.—Standard Stone &

Lime Co.; rebuild burned plant; loss \$15,000 to \$20,000.

W. Va., Charleston—Tailoring.—George Bernard Cook Tailoring Co., inceptd.; capital \$10,000; Geo. S. Cook, Haldon W. Fry, Howard L. Livesay.

W. Va., Clarksburg—Explosives.—Union Explosives Co. inceptd.; capital \$250,000; J. Edgar Long, H. B. Cooper, Jno. A. Washington.

W. Va., Nitro—Dyes, etc.—Nitro Products Corp. chartered; capital \$500,000; J. P. Pitcher, Prest., Saginaw, Mich.; J. F. Bouchelle, P. G. Jefferson, both Charleston, W. Va. (Lately noted to establish plant, mfr. aniline dyes, purchased 21 buildings, including pulpouses, laboratories and storage tanks, denitrating plant, etc.)

Motor Cars, Garages, Tires, Etc.

Ala., Birmingham—Automobiles.—Southern States Motors Corp. chartered; capital \$3000; R. B. Rounsaville, V.-P., Birmingham; W. W. Whyte, Prest., Welch, W. Va.; L. A. Woodward, Secy.-Treas., Cincinnati, O.

Ala., Camden—Automobiles.—L. W. Locklin, Ltd., Monroeville, Ala.; erect 60x100-ft. building; fireproof; \$25,000; L. N. Lambert, Contr.; O. F. Thompson, Archt.; both Monroeville. (Lately noted.)

Ala., Montgomery—Garages.—Mrs. E. C. Andrews; erect 3 garages; S. K. Fleming, Contr.

Ark., Texarkana—Automobiles.—State Line Motor Co., State Line and 5th Sts., organized; capital \$50,000; A. B. Clark, Prest.; Ben Anthony, V.-P.; W. C. Kiehl, Secy.-Treas.; erect \$25,000 salesroom and filling station; brick; cement; C. A. Hammer, Contr., Texarkana, Tex.; Stewart Moore, Archt., Texarkana, Ark.

D. C., Washington—Filling Station.—Randell & Hagner, 1207 Connecticut Ave.; erect filling station; 2 stories; brick; reinforced concrete; Waggaman & Ray, Archts., 1147 Connecticut Ave.

D. C., Washington—Garage.—Donohoe Motor Co.; erect garage; H. D. Watts Co., Contr.-Engr., 502 Garrett Bldg., Baltimore; B. Stanley Simmons, Archt., 1340 New York Ave. N. W., Washington, D. C.; contractor receives subbids until June 15.

D. C., Washington—Service Station.—Washington Automobile Trucks, Hurley Motor Co., 829 14th St.; erect service station and showrooms; 3 stories; 45x60 ft.; reinforced concrete; brick; fireproof.

D. C., Washington—Automobiles.—R. P. Andrews Paper Co., 727 13th St.; erect automobile shop and warehouse; 113x100 ft.; R. O. Whitty Co., Contr., Union Trust Bldg.; Milburn-Heister Co., Archt., 710 14th St.

Fla., Jacksonville—Automobiles.—Peninsular Motors inceptd.; capital \$75,000; O. S. Ferson, Prest.; J. W. Turner, V.-P.; D. L. Ryan, Secy.-Treas.

Fla., Jacksonville—Tractors.—Kwikturn Tractor Co. inceptd.; capital \$500,000; B. J. Walker, Prest.; William E. Gullett, Secy.-Treas.

Fla., Lakeland—Garage.—F. B. Terrill; erect 50x75-ft. garage; ordinary construction; 3-ply built-up roof; \$15,000; Albert J. Potet, Archt., Hardin Bldg.

Fla., Oldsmar—Tractors.—Oldsmar Tractor Co.; construct additional buildings, including \$20,000 foundry; increase annual output to 10,000 tractors, 4-cylinder type. Lately noted increasing capital from \$100,000 to \$500,000, to double capacity, etc. (See Machinery Wanted—Building Materials.)

Ga., Atlanta—Automobiles.—Atlanta Cadillac Co.; erect automobile building; 3-story and basement; reinforced concrete; \$150,000; H. J. Carr Co., Contr.

Ky., Frankfort—Garage.—Vatter Catkey Motor Co.; erect 3-story and basement 51x112-ft. garage; brick walls; concrete floor; slab roof; O. J. Stinson, Archt., Inter-Southern Bldg., Louisville, Ky.

Ky., Glasgow—Garage.—Glasgow Buick Co.; erect 2-story and basement 50x100 ft. garage; C. A. Depp, Contr., Glasgow; T. J. Nolan, Archt., Courier-Journal Bldg., Louisville, Ky. (Previously noted.)

Ky., Frankfort—Automobile Storage.—Service Motor Co.; erect storage plant; 60x100 ft.; Goins Bros., Contrs.

Ky., Louisville—Automobiles.—Bluegrass Motor Transport Co. inceptd.; capital \$2000; J. R. Gilman, Leo Medley, E. J. Bacon.

Ky., Louisville—Automobiles.—Southern States Motor Corp. of Kentucky chartered; capital \$5000; W. W. Whyte, L. A. Woodward, H. H. Bishop.

Ky., Louisville—Garage.—Gilmore Overbacht Co., Marion E. Taylor Bldg.; erect 1-story 90x56-ft. garage; brick; West & Whitlock, Contrs., 106 E. Lee St.

Ky., Paintsville—Automobiles.—Paintsville Automobile Sales & Service Co. inceptd.; capital \$25,000; F. M. Hendel, I. B. Hendel, Edgar Kazee.

Ky., Paris—Garage.—Big 4 Motor Co., C. P. Mann; erect \$25,000 garage; 50x100 ft.; Bourbon Lumber Co., Contr.

La., Lake Charles—Garage.—Gayne Hardware Co.; erect \$12,500 garage.

Md., Baltimore—Garage.—Alpha Garage, 609 N. Fremont Ave., inceptd.; capital \$100,000; Frederick Grieneisen, Charles B. Backman, Wilson J. Carroll.

Md., Baltimore—Garage.—Albert F. Goetze, Jr., 1536 N. Gay St.; erect 123x20-ft. garage; tile; P. H. Guttman & Co., Contrs.; G. H. Guttman, Archt., both 1536 N. Gay St.

Md., Baltimore—Automobiles.—Baltimore Motor & Tire Co., 726 N. Howard St., inceptd.; capital \$50,000; Charles P. Hammond, Charles M. Linthicum, Garland Linthicum.

Md., Hagerstown—Automobiles.—Antietam Automobile Sales Co., E. Washington St.; erect 1-story 40x60-ft. showroom; brick; terracotta front; tile and composition roof; the floor; W. Harry Angle, Contr., Arcade Bldg.; Fred. J. Mock, Archt.

Mo., Kansas City—Garage.—J. H. Steckling, 2623 Bellefontaine Ave.; erect 1-story 32x48-ft. garage and repair shop; J. E. Taylor, Contr., 308 Reliance Bldg.

Mo., St. Louis—Garage.—Kingsbury Garage Co., W. C. Hays, 943 Century Bldg.; erect 1-story 113x45-ft. garage; brick; semi-fireproof; N. B. Howard, Archt., 943 Century Bldg.

Mo., St. Louis—Garage.—Fileman Transfer Co., F. J. Fileman, Prest., 24 N. 1st St.; erect 1-story 50x87-ft. garage; A. Meyer, Archt., Central National Bank Bldg.; J. Voerel, Contr., 2103 Madison St.

N. C., Charlotte—Automobiles.—W. F. Dowd; erect automobile building; concrete; 40x100 ft.

Okla., Fairfax—Automobiles.—Spurgin Motor Co. inceptd.; capital \$25,000; W. C. Spurgin, W. J. Moore, Mabel Spurgin.

Okla., Oklahoma City—Automobiles.—Davis-Wade Motor Co. inceptd.; capital \$25,000; A. M. Davis, R. E. Wade, W. W. Brown, Jr.

Okla., Tulsa—Garage.—J. M. Crutchfield; erect \$18,500 garage.

S. C., Greenville—Filling Station.—Moore & McBee; erect automobile laundry and filling station; 1 story; brick; glass; \$6000.

Tex., Dallas—Tires.—Vacuum Cup Tire Co. inceptd.; capital \$20,000; J. W. Bass, A. L. Mailoux, T. D. Cornman.

Tex., Dallas—Automobiles.—Diamond Motor

In writing to parties mentioned in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.

Co. inceptd.; capital \$60,000; Gus Diamond, Cyril Epstein, M. R. Johnson.

Tex., Dallas.—Automobile Manufacturing.—Wharton Motors Co., 914 Main St.; erect factory building; mfr. automobiles, trucks, tractors, etc.

Tex., Pharr.—Garage.—Gore & Click; erect \$10,000 garage.

Va., Fort Myer.—Garage.—J. R. Pendleton, 1 Cort St., Clarendon, Va.; erect 100x30-ft. garage; Skinker & Garrett, Contrs., 1416 E. St., Washington, D. C.

Va., Norfolk.—Garage.—Standard Oil Co.; erect \$75,000 garage; 125x90 ft.; brick; concrete.

Va., Richmond.—Tires.—Virginia-Carolina Rubber Co., 202 Real Estate Exchange Bldg., 9th St., organized; R. Bell, Pres.; Chas. L. Shackelford, Secy.; erect plant; steel units, 240x50 ft.; mfr. automobiles, tires, etc. (Supersedes recent item.)

Va., Winchester.—Tires.—Harloe Tire Co., St. James Hotel, Washington, D. C., organized; Morton Harloe, Pres.; Wilmer Shryock, Treas.; both Winchester; I. N. King, Secy., Washington, D. C.; erect \$150,000 building; fireproof; Morton Harloe, Archt.-Contr.-Engr. (Lately noted inceptd., capital \$50,000.)

W. Va., Kingwood.—Garage.—C. W. Craig; erect 2-story 50x100-ft. garage; brick walls; concrete; S. W. Ford, Archt., Clarksburg, W. Va.

W. Va., Wheeling.—Repair Shop.—Hopkins Motor Car Co.; erect building for storage and repair shop.

Road and Street Construction.

Ala., Athens.—City, Ernest Hine, Mayor; construct 10,024 sq. yds. street; water-bound macadam; 8300 lin. ft. concrete curb and gutter; bids until June 14. (See Machinery Wanted—Paving.)

Ala., Muscle Shoals.—Constructing Quartermaster, U. S. Nitrate Plant No. 2; construct 3 mi. road, including concrete culverts, sewerage and drainage system; bids until June 21. (See Machinery Wanted—Road Construction.)

D. C., Takoma Park.—War Dept., Office of Utilities Officer, Ward 1, Walter Reed U. S. Army General Hospital, G. A. Christensen, Major, Quartermaster Corps; construct roads, walks, drainage, grading; bids until June 26. (See Machinery Wanted—Road Construction.)

Fla., Okeechobee.—City, W. W. Dunnelliff, Clk.; pave streets; construct sewer and water systems; \$125,000 bonds.

Fla., Tavares.—Town, Emory J. Close, Clerk; construct 25,000 sq. yds. street paving; bids opened July 14; J. W. Turner, Engr., Lakeland, Fla.; \$40,000 to \$60,000 bonds. (See Machinery Wanted—Paving.)

Fla., Titusville.—Brevard County Comms.; construct roads and bridges; \$300,000 bonds. (Lately noted.)

Ky., Frankfort.—State Road Dept., Joe Boggs, Commr.; construct 11 mi. 18th St. road; rock asphalt; \$530,029.18; J. H. Cahill, Contr., Louisville, Ky. (Lately noted.)

Ky., Louisville.—Jefferson County Comms.; construct 6 mi. road; macadam; \$112,858.80; Higgins Construction Co., Contr., Richmond, Ky.

Ky., Nicholasville.—City, J. A. Van Arsdall, Mayor; pave Depot and Elizabeth Sts.; concrete; 1860 sq. yds. gutter; bids opened June 4.

La., Alexandria.—Rapides Parish Police Jury, T. C. Wheadon, Pres.; clear, grade and construct culverts on 11 mi. Bayou Boeuf road; bids until June 14; Ira W. Sylvester, Engr. (See Machinery Wanted—Road Construction.)

La., Houma.—Highway Dept. Board State Engrs., Room 332 Maison Blanche Annex, New Orleans, La.; construct 5.42 mi. Houma-Raceland highway, Section A, Terrebonne Parish; bids until June 14; Duncan Buie, State Highway Engr., New Orleans. (See Machinery Wanted—Road Construction.)

La., Shreveport.—City Comsn.; pave Wyandotte, Washington and Adam Sts.; E. J. Deas, Contr.

La., Winnsboro.—Highway Dept., Board State Engrs., Room 332 Maison Blanche Annex, New Orleans, La.; construction 10.47 mi. Winnsboro-Madalla highway, Franklin Parish; bids until June 14; Duncan Buie, State Highway Engr., New Orleans, La. (See Machinery Wanted—Road Construction.)

Miss., Ripley.—Town; gravel streets; voted \$10,000 bonds. Address The Mayor.

Miss., Yazoo City.—Yazoo County Highway Comms., Dist. 3, L. G. Montgomery, Chrmn.; grade 1½ mi. Crupp-Valley road; bids opened June 9. (See Machinery Wanted—Road Construction.)

Mo., Clayton.—St. Louis County Comms.; grade and pave 4229 lin. ft. Big Bend road, 36 ft. wide; reinforced concrete; \$50,000 available; Jas. E. Perkinson, Contr., St. Louis, Mo.; Wm. Stoeker, Engr., Maplewood, Mo. (Previously noted inviting bids.)

N. C., Troy.—North Carolina State Highway Comsn., Div. Office, Greensboro, N. C.; construct 16.6 mi. road; 102,950 lbs. reinforcing steel; bids until June 22; W. S. Fallis, State Highway Engr., Raleigh, N. C. (See Machinery Wanted—Road Construction.)

Okla., Kingfisher.—City; pave Main St. Address The Mayor.

Okla., McAlester.—Pittsburg County Commissioners; defeated \$1,000,000 road bonds. (Lately noted to vote.)

Okla., Purcell.—City; pave streets; contemplated; Johnson & Benham, Consit. Engrs., Firestone Bldg., Kansas City, Mo., and New York.

S. C., Florence.—Florence County Comms.; construct roads; vote June 22 on \$450,000 bonds. (Supersedes recent item.)

S. C., Bishopville.—City, W. L. Parrott, Mayor; pave 20,000 sq. yds. street; \$100,000 available; Powell Paving Co., Contr., Columbia, S. C.; Tomlinson Engineering Co., Engr., Columbia, S. C. (Lately noted inviting bids.)

Tex., Big Spring.—Howard County Commissioners; construct roads; vote June 26 on \$300,000 bonds.

Tex., Fort Worth.—City Comsn.; pave East Enderly Place; \$9,531.77; gravel; R. C. Armstrong, Jr., Contr.

Tex., Fort Worth.—Tarrant County Commissioners; construct Fort Worth-Dallas Highway; \$309,391; \$116,000 Federal aid; R. V. Glenn, Consit. Engr.

Tex., Houston.—City, A. E. Amerman, Mayor; repave North San Jacinto, Liberty, McKee and Conti Sts.; 15,000 sq. yds.; sheet asphalt, asphaltic concrete, bitulithic, vertical-fibre brick, rock asphalt or bituminous top on old brick; storm sewers; bids until June 12. (See Machinery Wanted—Paving.)

Tex., Leonard.—City, C. B. Henslee, Secy.; construct 12,050 sq. yds. street paving; 3130 ft. combination curb and gutter; bids until June 24; Henry Exall Elrod Co., Engr., 220 Interurban Bldg., Dallas, Tex. (See Machinery Wanted—Paving.)

Tex., McKinney.—Collin County, Geo. W. Fox, Auditor; construct roads in Murphy Dist.; vote June 28 on \$60,000 bonds.

Tex., Midland.—Midland County Comms.; construct portion of Bankhead highway; voted \$125,000 bonds; Federal and State aid, \$125,000.

Tex., Paris.—Lamar County, W. L. Hutchins, Judge; grade and construct drainage structures on 62 mi. roads; bids until June 15; W. M. Fooshee, Engr. (See Machinery Wanted—Road Construction.)

Tex., Paris.—Lamar County, W. L. Hutchins, Judge; improve 52 mi. road; gravel; construct concrete and steel drainage structures; \$850,000 available; Womack, McEurath & Rodgers, Contrs., Sherman, Tex.; W. M. Fooshee, Engr., Paris. (Lately noted inviting bids.)

Tex., Wichita Falls.—City; pave streets and construct sewers; \$1,250,000 bonds. Address The Mayor.

Va., Danville.—Bennet Bros.; have contract for 2½ mi. Yanceyville road.

Va., Hampton.—War Dept., Washington, D. C.; construct concrete road to gas plant and hangars of Langley Field; \$177,000 available.

Va., Richmond.—City, Geo. Ainslee, Mayor; pave North Ave. and Barton Heights; \$28,000; Driscoll & Cheatwood, Contrs.

Va., Richmond.—Dept. Public Works, Chas. E. Bolling, Director; awarded \$183,204 paving contracts: F. J. McGuire, \$16,335, Cowardin Ave., \$11,450, Porter St., \$16,646, Hermitage Road, \$23,166, Williamsburg Ave., \$28,700, Mechanicsville Turnpike, \$21,525, Meadow St. and \$16,646, Broad St., all asphaltic concrete; C. M. Hemley, \$22,672, Third Ave., concrete; Saville & Claiborne, \$3354, Morgan St., concrete; Allport Construction Co., \$22,680, Hull St., concrete. (Lately noted inviting bids.)

Va., Winchester.—City; improve streets; vote in July on \$75,000 bonds. Address The Mayor.

W. Va., Clarksburg.—Harrison County Comms.; pave 70 mi. roads; vote July 6 on \$4,000,000 bonds. (Supersedes recent item.)

W. Va., Huntington.—City Comms.; pave and improve McCoy road; 1¼ mi.; \$70,780.

W. Va., Logan.—Logan County Comms., Don Chafin, Clerk; construct 2½ mi. Monitor-Junction-Monaville road; \$62,664; Pete Minotti, Contr. (Lately noted inviting bids.)

W. Va., Middlebourne.—Tyler County Commissioners, J. E. Smith, Clerk; grade and drain 4 mi. Sistersville-Friendly road, 16 ft. wide; Federal-aid Project; 1.2 mi. Middlebourne-Salem road, 16 feet, one-course cement-concrete; Federal-aid Project 55; bids until June 14. (See Machinery Wanted—Road Construction.)

Sewer Construction.

Ala., Muscle Shoals.—Constructing Quartermaster, U. S. Nitrate Plant No. 2; construct sewer-drainage system; lay 3 mi. roads; bids until June 21. (See Machinery Wanted—Sewer Construction.)

Ga., Camp Benning.—Constructing Quartermaster, Washington, D. C.; complete sewer and water systems; \$250,000 available; Selden-Breck Construction Co., Contr., St. Louis, Mo., and Healy Bldg., Atlanta, Ga.; Major A. C. Doyle, supervise construction. (Lately noted bids until May 10.)

Md., Texas.—Baltimore County Comms.; install sewer plant at Baltimore County Home for Sick Indigent.

Tex., Houston.—City, A. E. Amerman, Mayor; construct storm sewer on Elgin Ave.; pave streets; bids until June 12. (See Machinery Wanted—Sewers.)

Tex., Whitesboro.—City, C. L. Simpson, Mayor; construct sanitary sewer system and disposal plant; 34,700 lin. ft. 6 to 10-in. vitrified-clay sewer pipe; bids until June 7; R. G. Carraway Co., Engr., Gainesville, Tex. (See Machinery Wanted—Sewer Construction.)

Okla., Purcell.—City; extend main sanitary sewer system; Johnson & Benham, Consit.

Engrs., Firestone Bldg., Kansas City, Mo., and New York.

Tex., Arlington.—City, J. I. Carter, Secy.; extend sewer system; lay 7900 ft. 4 to 2-in. sewer mains; \$18,561; Myers & Noyes, Engrs., Dallas, Tex.; W. C. Weeks, Contr., Arlington. (Lately noted voted \$25,000 bonds.)

Telephone Systems.

Tex., Gainesville.—Gainesville Telephone Co.; expend \$70,000 on plant improvements.

Textile Mills.

Ala., Albany.—Silk Fabrics.—Alabama Textile Co., H. Ruegg, Jr.; construct 213-66-ft. additional silk mill buildings; \$35,000; install 100 looms; mchy. purchased. (Supersedes recent item.)

Ky., Louisville.—Hosiery.—United Mills Co.; increase capital from \$75,000 to \$150,000.

Md., Hagerstown.—Hosiery.—Howard Hosiery Mill, H. E. Stamm, Propr., S. Jonathan St.; rebuild burned plant; loss \$25,000.

N. C., Charlotte.—Mattress Felts.—Barnhardt Mfg. Co.; erect \$45,000 addition; brick and concrete.

N. C., Goldsboro.—Hosiery Yarns.—Borden Mfg. Co.; increase capital to \$2,000,000.

N. C., Landis.—Yarns.—Corriher Mills Co.; increase capital from \$100,000 to \$500,000.

N. C., Lexington.—Colored Cloths.—Dacotah Cotton Mills; erect 2-story 192x54-ft. addition for spinning and slasher rooms; mchy. purchased; Harbin Construction Co., Building Contr.

S. C., Gaffney.—Sheetings.—Limestone Mills; increase capital to \$500,000.

S. C., Gaffney.—Print Cloths.—Hamrick Mills; increase capital to \$500,000.

S. C., Inman.—Sheetings.—Inman Mills, Spartanburg; increase capital to \$1,000,000.

S. C., Saluda.—Coarse Yarns, etc.—Eugene W. Able; build 2000 to 4000-spindle cotton mill; mfre. coarse yarns and rope; 200 to 300 H. P. steam plant. (See Machinery Wanted—Cotton-mill Machinery.)

Water-Works.

Ark., Conway.—City; improve water and electric-light systems; \$12,000; extend and repair water system; construct settling basin at pumping station; lay 1½-in. iron pipes from pumping station to reservoir to replace wooden mains. Address The Mayor.

Fla., Daytona Beach.—City; install softening plant; Geo. A. Mian, Engr., Daytona, Fla. (Lately noted to vote \$10,000 bonds.)

Fla., Fort Pierce.—City; install water and electric-light plant additions. Address The Mayor.

Ga., Adel.—City; improve water and electric-light systems; voted \$12,000 bonds. Address The Mayor.

Ga., Camp Benning.—Constructing Quartermaster, Washington, D. C.; complete water and sewer systems, \$250,000 available; Selden-Breck Construction Co., St. Louis, Mo., and Healy Bldg., Atlanta, Ga.; Major A. C. Doyle, supervise construction. (Lately noted bids until May 10.)

Ga., Toccoa.—City; enlarge water-works; increase pressure; contemplates voting bonds. Address The Mayor. (Lately noted.)

La., Bossier City.—City; construct water-works; \$28,500 bonds. Address The Mayor.

La., Shreveport.—City, Mayor Ford; install clear-water settling basin; \$117,250; R. A. Gibson, Contr., Shreveport; install \$52,000 high-service pump, also low-service pump; contracts let; J. N. Chester, Consult. Engr., Pittsburgh, Pa. (Lately noted.)

Md., Brunswick.—Town; erect 5,000,000-gal. reservoir. Address The Mayor.

Md., Millington.—Town, R. J. Taylor, Clerk; construct water system; voted \$45,000 bonds. (Lately noted to vote.)

Miss., New Albany.—City, S. W. Bevil, Clerk; erect 100,000-gal. steel water tank, 100 ft. to bottom of tub; bids until July 6. (See Machinery Wanted—Tank.)

Okla., Madill.—City, F. L. Yarger, Clerk; extend water-works; construct dam and pumping station at Mill Creek; 10-mi. supply line; 150,000-gal. capacity elevated tank and system of distributing mains to city; bids until July 1; Johnson & Benham, Consult. Engrs., Firestone Bldg., Kansas City, Mo. (Lately noted bids until June 11.)

Okla., Purcell.—City; improve water-works; install impounding reservoir, intake works, filtration and sterilization plants; Johnson & Benham, Consult. Engrs., Firestone Bldg., Kansas City, Mo., and New York.

Tex., Arlington.—City, J. I. Carter, Secy.; extend water and sewer systems; \$120,000 bonds.

Va., Winchester.—City; improve water-works; construct 2 reservoirs; vote in July on \$100,000 bonds. Address The Mayor.

Woodworking Plants.

Ala., Anniston.—Automobile Bodies.—Anniston Body Co. inceptd.; capital \$100,000; E. G. Bosworth; mfre. automobile bodies and tops.

Ala., Mt. Vernon.—Veneer.—Mobile Wood Products Co.; install additional mchy.; build mill village.

Ala., Venetia.—Veneer.—E. Vernon Knight, New Albany, Ind.; erect veneering and industrial plant; several hundred thousand dollars.

Fla., Jacksonville.—Crates, etc.—Consolidated Crate & Lumber Co., inceptd.; capital \$1,000,000; W. J. Kelly, Prest.; C. L. Gaines, V.-P.; J. H. Burroughs, Secy.-Treas.

Ga., Valdosta.—Shingles, etc.—Campbell-Brownell Co. inceptd.; capital \$5000; J. A., Jr., and A. B. Campbell, O. Brownell.

Ky., Hazard.—Miller Bros.; purchased timber; mfre. staves and ties.

Ky., Hazard.—Staves.—H. C. Burton; purchased several hundred acres timber; install stave and lumber mills.

Ky., Sergeant.—Staves.—West Virginia Stave & Lumber Co.; purchased hardwood timber tract; develop; install mills.

La., Alexandria.—Cooperage.—Alexandria

Cooperage & Lumber Co.; erect plant; heavy-type construction; install single band mill; C. H. King, Contr. (Lately noted to rebuild burned plant.)

Md., Baltimore.—Furniture.—Chesapeake Mfg. Co., Sharp and Barre Sts.; erect 3-story building; \$28,000; contemplated.

N. C., Mebane.—Spokes and Handles.—Crawford Spoke & Handle Co. inceptd.; capital \$50,000; W. S. and J. F. Crawford, T. C. Carter.

Tex., Junction.—Furniture.—Fawcett-Motley Furniture Co. inceptd.; capital \$6000; W. A. and R. B. Fawcett, J. D. Motley.

Tex., Lufkin.—Wagons.—Martin Wagon Co., W. L. Ziegler, V.-P. and Mgr.; erect 2 additional plant buildings; increase capacity. (Previously noted increased capital from \$75,000 to \$125,000.)

Va., Bassett.—Veneer.—Bassett Veneering Co. inceptd.; capital \$100,000; J. B. Webb, Samuel S. Stevens, John D. Bassett.

Va., The Plains.—Staves.—Swartz Bros., R. No. 1; will mfre. slack-barrel staves.

Fire Damage.

Ala., South Anniston.—Ornamental Foundry Co.'s plant; loss \$25,000.

Ga., Griffin.—H. V. Kell Grocery Co.'s warehouse; loss \$100,000.

Ga., Nashville.—Y. A. Scruggs' residence, Davis St.

Ga., Sylvester.—L. Powell's residence, Summer St.

La., West Monroe.—J. D. Madden's Cottonport Plantation gin; loss \$10,000.

Md., Hagerstown.—Geo. E. Cline's building, occupied by Howard Hosiery Mills and Clarence A. Gaylord's garage; hosiery mill loss \$15,000.

Miss., Lyman.—L. N. Dantzer Lumber Co.'s sawmill.

N. C., Gatewood.—C. O. Watts & Co.'s store; loss \$10,000.

Okla., Slick.—Stella Drug Co.'s building; King Cafe; Jake's Cigar Store; Dunlap's Barber Shop; loss \$25,000.

Tex., Galveston.—Galveston Wharf Co.'s Pier No. 41 and warehouse; loss \$500,000.

Va., Richmond.—Richmond Leather Co.'s plant; loss \$200,000.

Va., Strasburg.—Standard Stone & Lime Co.'s plant; loss \$15,000 to \$20,000.

W. Va., West Union.—Bailey Restaurant and other buildings; loss \$80,000.

BUILDING NEWS

EXPLANATORY.

Buildings costing less than \$10,000 not covered in these reports.

BUILDINGS PROPOSED

Apartment-Houses.

Ala., Birmingham.—Henry Ruff; plans to erect apartment-house.

Ala., Selma.—Young Men's Christian Association, Mr. Staples, Secy.; plans to erect building.

D. C., Washington.—Stern & Tomlinson, Continental Trust Bldg.; preparing plans for \$100,000 apartment; owner's name withheld; 50x119 ft.; brick, stone and concrete; fireproof; concrete and slag roof; oak floors over concrete; Hart & Krause boilers for heating; hollow fireproof tile; interior tile; ventilators.

Fla., Bradentown.—A. B. Hullinger; interested in erection of apartment-house.

Fla., Cocoa.—Business Men's League; promoting company to erect \$75,000 apartment-house; 24 apartments; 100x90 ft.; U-shape, with court; 3 stories; reinforced concrete; composition roof, wood floors; probably hot-water heat; electric lights; Richard W. Rummell, Jr., Archt., Courtenay, Fla. (Lately noted.)

Fla., Palm Beach.—A. B. Cox; erect 2-story apartment building, Okeechobee Rd. and Poinsettia Ave.; 3 stores on lower floor.

Ga., Atlanta.—Mrs. L. J. Hunnicutt; erect \$25,000 apartment-house; 2 stories; brick veneer; day work.

Ga., Atlanta.—Hard & Adams, Inc., Grant Bldg.; erect \$25,000 apartment-house; two

In writing to parties mentioned in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.

stories and basement; brick veneer and stucco.

Ga., Savannah.—G. M. Williams & Co.; erect 2-story apartment-house, Habersham St.; 8 apartments; Levy & Clarke, Archts.; day work. (Lately noted.)

Ky., Sergeant.—Apex Coal Co.; erect Y. M. C. A. (See Dwellings.)

Ky., Thornton.—Logan Elkhorn Coal Corp.; erect Y. M. C. A. (See Dwellings.)

Ky., Whitesburg.—Center Bros.; erect Y. M. C. A. (See Dwellings.)

Md., Baltimore.—Chas. Greenblatt, 2404 Madison Ave.; alter 2402-04 Madison Ave. for apartments; 40x40 ft.; hot-water heat; electric lights; Fredk. E. Beall, Archt., 1335 N. Gilmor St.; under construction by owner.

Md., Hagerstown.—H. E. Baker will not erect at this time apartment-house lately noted; Fred J. Mack, Archt.

Mo., St. Louis.—John G. Borreson, 503 N. 12th St.; erect \$15,000 apartment-house; 2 stories; 32x44 ft.; James W. Leigh, Archt., 816 Odd Fellows' Bldg.; day work.

Tex., Houston.—Carpenters' Local Union 213, H. S. Smith, Prest.; erect 4-story reinforced concrete store and office building; \$120,000; heating and lighting plant in basement; bids until June 14 through Finger & Cato, Archts., Kress Bldg. (Lately noted.)

W. Va., Wheeling.—J. Elmer Freese, South and Market Sts.; erect \$14,000 apartment-house; 2 stories and basement; 40x80 ft.; brick and limestone front; G. H. Dieringer, Archt., 517 Wheeling Bank and Trust Bldg.

Association and Fraternal.

Ala., Birmingham.—Masonic Temple Assn., F. D. Keiser, Prest.; erect \$1,000,000 temple, 19th St. and 6th Ave. N.; 130x175 ft.; dining-room and cafe in basement; auditorium to seat 3500 on first floor; hall, etc., on second and third floors; Harry B. Wheelock and Warren & Knight, Archts. (Previously noted.)

S. C., York.—Philanthropic Lodge No. 32, A. F. and A. M.; erect \$20,000 temple, South Congress St.; 3 stories; Geo. W. Williams, Chrmn. Comm.

Tex., Cleburne.—Ancient Free and Accepted Masons, J. E. Scott, Secy.; plan to incorporate and later erect 3 to 8-story building; will not erect structure this year. (Lately noted.)

Tex., Houston.—Salvation Army; erect \$350,000 community building, Milan St. and Texas Ave.; 5 stories.

Va., Lynchburg.—Young Men's Christian Association, Walker Pettyjohn, Chrmn. Commission; improve and erect addition to building.

Bank and Office.

D. C., Washington.—American Security & Trust Co., C. J. Bell, Prest., 15th and Pennsylvania Ave.; erect bank and office building; stone and brick; York & Sawyer, Archts., 50 E. 41st St., New York.

Fla., Lake Wales.—Citizens' Bank; erect \$25,000 building; 51x90 ft.; ordinary construction; Johns-Manville roof; Albert J. Poteet, Archt., Hardin Bldg., Lakeland, Fla.; bids opened about June 15.

Fla., Miami.—Junkin & Erdmans Co.; erect \$300,000 office building with storerooms, 11th St. and Avenue C; 8 stories; fireproof.

Fla., Miami.—Miami Improvement Co.; erect administration and office building; one story; 30x60 ft.; concrete.

Ga., Atlanta.—Witt Investment Co.; erect \$200,000 store and office building; brick, marble, granite, terra-cotta and reinforced con-

crete; steam heat; elevators; Lockwood & Poundstone, Archts., Forsyth Bldg. (Lately noted.)

Md., Baltimore.—Merchants and Manufacturers' Assn., Key Compton, Prest., Sun Life Insurance Bldg.; expend \$100,000 to remodel Lanahan Bldg.; Theo. Wells Pietsch, Archt., 1210 American Bldg. (Previously noted.)

Md., St. Helena.—Chemical Pigments Corp., Stock Exchange Bldg., Philadelphia; erect office building; \$9000, without equipment; 26x36 ft.; frame; slate roof; pine floors; steam heat; electric lights; Thos. Machen, Archt., Fidelity Bldg.; Willard E. Harn Co., Contr., 2314-16 Oak St., both Baltimore.

Okla., Tulsa.—Wilcox Oil & Gas Co.; erect \$140,000 office building, 602 S. Denver Ave.; 3 stories and basement.

S. C., Charleston.—Middleton Compress & Warehouse Co.; erect office building. (See Warehouses.)

Tex., Houston.—Carpenters' Local Union No. 213, H. S. Smith, V.-P.; bids until June 14 to erect store and office building; 50x100 ft.; 4 stories; reinforced concrete; \$120,000; Finger & Cato, Archts., 601 Kress Bldg. (Lately noted.)

Va., Vinton.—First Natl. Bank, Geo. M. Nuse, Prest.; erect brick building; Geo. W. Hutchinson, Archt., Roanoke, Va.

Churches.

Fla.; Apopka.—Methodist Episcopal Church; erect building. Address The Pastor.

Fla., Plant City.—First Baptist Church, H. M. Kilgore, Chrmn. Comm.; erect building; H. C. Cain, Archt., Richmond, Va.

Fla., Plant City.—First Baptist Church; erect building; H. C. Cain, Archt., Richmond, Va.

Ky., New Liberty.—Baptist Church; erect \$12,000 addition to building; 2 stories and basement; Val. P. Collins, Archt., 622 Marion E. Taylor Bldg., Louisville.

Ky., New Liberty.—Christian Church, Geo. Purdy, Chrmn. Bldg. Comm.; erect \$15,000 building; 1½ stories and basement; 60x60 ft.; brick; stone trim; Val. P. Collins, Archt., 622 Marion E. Taylor Bldg., Louisville. (Lately noted.)

Ky., Port Royal.—Baptist Church, Rev. Mr. Hudson, Pastor; erect \$30,000 building; 1 story and basement; brick and steel; H. E. Perry interested.

Ky., Thornton.—Logan Elkhorn Coal Corp.; erect church. (See Dwellings.)

Md., Annapolis.—Presbyterian Church, Rev. Silas E. Persons, Pastor; erect building.

Md., Annapolis.—Presbyterian Church, Rev. Silas E. Persons, Pastor; erect \$60,000 building; seat 450. Address Chas. Styer, Secy. Board of Trustees, East Port, Annapolis. (Lately noted.)

N. C., Badin.—North Carolina Lutheran Synod, Rev. J. L. Morgan, Prest., Salisbury, N. C.; plans to erect church.

N. C., Winston-Salem.—Centenary M. E. Church; erect \$65,000 Sunday-school building; 50x70 ft.; brick walls; terra-cotta trim; rolling partitions; slate roof; steam heat; fan system of ventilation; electric lights; art glass; Willard C. Northup, Archt.

Okla., Tulsa.—First Presbyterian Church, M. T. Stauffer, Chrmn. Building Comm.; erect addition to building.

S. C., Charleston.—Citadel Square Baptist Church, T. T. Hyde, Chrmn., Commercial Natl. Bank; erect Sunday-school building and alter church; \$125,000; 60x100 ft.; 3 stories; brick; stucco exterior; composition roof; bids until June 21; separate bid for heating plant; plans, etc., from Mr. Hyde; H. L. Cain,

Archt., 12 N. 9th St., Richmond, Va. (Lately noted.)

S. C., Townville.—Townville Baptist Church, Rev. Dr. J. D. Chapman, Pastor; erect \$50,000 building.

Tex., El Paso.—St. Clement's Episcopal Church, Rev. Dr. Fuller Swift, Rector; erect \$12,000 chapel, Elm and Wheeling Sts.; Manhattan Heights; 1 story and basement.

Va., Lynchburg.—Rivermont Avenue Methodist Church, John W. Childs, Chrmn. Trustees; plans to erect building; details indefinite.

Va., Norfolk.—Ascension Episcopal Church, Rev. Mr. Holbrook, Rector; erect \$15,000 building; 1 story; 88x438 ft.; hollow tile; B. F. Mitchell, Archt., Seaboard Bank Bldg.

Va., Richmond.—St. Marks' Episcopal Church, Rev. W. D. Smith, Rector; erect \$50,000 church and parish-house; 1 story; 58x120 ft.; brick; Baskerville & Lambert, Archts., Travelers' Bldg.

W. Va., Clarksburg.—Christ Protestant Episcopal Church, Rev. J. T. Carter, Rector; erect \$80,000 building, 6th and W. Main Sts.; 1 story and basement; 60x112 ft.; stone and tile; Cram & Ferguson, Archts., 15 Beacon St., Boston, Mass.

City and County.

Ky., Lexington.—Fire Station.—City, Wood C. Dunlap, Commr.; erect \$16,000 building; 2 stories; brick; 36x50 ft.

N. C., Asheboro.—Home.—Randolph County Commrs., W. L. Ward, Chrmn.; erect county home; 2 stories and basement; brick and concrete; slate or asbestos roof; wood floors; plaster walls; electric lights; J. H. Hopkins, Archt., Greensboro, N. C. (See Machinery Wanted—Building Material; Heating Plant; Electrical Work.)

Okla., Ada.—Jail, etc.—County Commrs.; considering election in August on bond issue to erect courthouse, hospital and jail.

Okla., Tulsa.—Fire Station.—City, Mrs. Frank Seaman, City Auditor; bids until June 14 to erect fire station, College View Addition; plans, etc., from City Auditor.

Tex., Houston.—Exposition.—Tom Flaxman, Chrmn. Exposition Board; considering establishment permanent exposition; petition city to issue \$1,500,000 bonds.

Courthouses.

Okla., Ada.—County Commrs.; considering bond election to erect courthouse, hospital and jail. (See City and County.)

Okla., Frederick.—Tillman County Commrs.; erect \$250,000 courthouse; 4 stories and basement; brick, stone and reinforced concrete; reinforced concrete floors; Tonini & Bramblet, Archts., 301-2 Terminal Bldg., Oklahoma City; contract let June 17. (Lately noted.)

Dwellings.

Ala., Anniston.—Publicity Committee, Box 261; promoting plan to interest builders who will construct from 25 to 100 dwellings under loan and selling arrangement.

Ala., Anniston.—J. H. Jones and John Nunnally; erect 8 cottages, Leighton Ave., between Sixteenth and Seventeenth Sts.; \$40,000.

Ala., Birmingham.—Estes Real Estate & Insurance Co.; erect 60 bungalows, Beverly Pl.; 20x20 ft.; 4 rooms and porch.

Ala., Mount Vernon.—Mobile Wood Products Co.; erect dwellings, etc., in connection with development of mill village.

Ala., Talladega.—W. L. Dumas, 107 Springdale Rd., Atlanta, Ga.; erect brick residence; slate roof; Hentz, Reid & Adler, Archts., Atlanta; construction probably in August.

D. C., Washington.—H. R. Howenstein, 1314 F St. N. W.; erect 5 dwellings, 109-117 Princeton Pl. N. W.; \$25,000; W. E. Howser, Archt.; construction by owner.

D. C., Washington.—John L. Warren; erect 5 dwellings; four 3700 block Brandywine St.; one 3724 Chesapeake St.; also remodel residence 4613 38th St.; \$27,500.

D. C., Washington.—C. L. Wenger; erect \$15,000 residence, 4323 16th St.; H. L. Breuninger, Archt., 5700 16th St. N. W.

D. C., Washington.—Gregg & Lisenring, 1329 New York Ave.; preparing plans for \$25,000 residence and garage, 1 Bilto St.; 3 stories; 25x90 ft.; brick; stone trim.

D. C., Washington.—Captain Hayden, U. S. N.; erect \$12,000 residence; 1 story; 30x40 ft.; frame and stucco; Neff & Thompson, Archts., Seaboard Bank Bldg., Norfolk, Va.

D. C., Washington.—W. A. Dunigan; erect 3 dwellings, 551-555 Randolph St. N. W.; \$24,000.

Fla., Daytona.—Simpson & Pope; plan to erect 5 cottages at Artona.

Fla., Gainesville.—Florida State Farm Colony for Epileptic and Feeble-Minded, Dr. A. Lorin Green, Supt., Aragon Hotel, Jacksonville; bids until June 12 to erect 2-story residence for superintendent and 1-story residence for assistant superintendent; 12 and 6 rooms, respectively; stucco on frame; English tile roof; double wood floors; \$18,000 and \$10,000; separate bids for heating and plumbing; plans from office T. M. Bryan, Archt., Gainesville. (Lately noted.)

Fla., Miami.—J. P. Hansen; erect \$14,000 residence, Broadmoor St. at Columbia Ave.; 2 stories; concrete block; tile roof.

Ga., Atlanta.—Mrs. Nora G. Webb, Imperial Hotel; erect 2 six-room dwellings, \$8500 each; brick veneer; composition shingle roofing; oak floors; hot-air heat, \$375; electric lights, \$175; interior tile, plaster board, concrete floors; \$18,100; Miss Leila Ross Wilburn, Archt., Peters Bldg. (Lately noted.)

Ga., Augusta.—Mrs. Grace W. Perkins, 1148 N. Sano Ave.; erect 2 frame bungalows; \$5000 each; 38x50 ft.; composition shingle roof; pine floors; Thos. M. Campbell, Archt., Johnson Bldg.; day labor. (Lately noted.)

Ga., Rome.—Dr. J. I. McCall; erect \$15,000 residence; brick, veneer and wood; English style; Lockwood & Poundstone, Archts., 616 Forsythe Bldg., Atlanta.

Ky., Sergeant.—Apex Coal Co.; erect 10 miners' houses, Y. M. C. A. building and school.

Ky., Thornton.—Logan Elkhorn Coal Corp.; erect 50 miners' dwellings, Y. M. C. A. building, church and school; contract by June 16.

Ky., Whitesburg.—Center Bros.; erect miners' dwellings and Y. M. C. A.

Ky., Whitesburg.—Elkhorn-Jellico Coal Co.; construct 12 miners' dwellings, Sandlick; contract by June 15.

Ky., Whitesburg.—Hazard-Elkhorn Coal Co.; erect miners' dwellings, Sandlick.

Ky., Woodburn.—Consolidated Fuel Co., Blackey, Ky.; erect 25 miners' dwellings.

Ga., Augusta.—J. P. King Mfg. Co.; erect 6 cottages for employees; hollow tile and stucco; electric lights; \$34,000; also erect laundry; P. P. Seroggs, Archt.

Ky., Lennut.—Happy Coal Co.; erect 20 miners' houses.

Ky., Millstone.—Elkhorn Junior Coal Co.; erect number miners' dwellings.

Ky., Munfordville.—C. B. Larmore; erect \$15,000 residence; 2 stories and basement; 40x52 ft.; stucco on metal lath; T. J. Nolan, Archt., Courier-Journal Bldg., Louisville.

Ky., Prestonsburg.—Prestonsburg Coal Co.; erect 25 miners' dwellings.

La., New Orleans.—W. S. R. Bean; erect \$30,000 2-story residence Country Club Court.

Ma., Bradley Hills.—Wm. B. N. Brooks; erect \$10,000 residence; tile and frame; shingle roof; wood floors; steam heat; electric lights; Cutler & Woodbridge, Archts., 301-3 Mutual Fire Insurance Bldg., Washington, D. C.

Md., Catonsville.—H. R. Wagner; erect \$10,000 residence; 26x33 ft.; frame; slate roof; oak floors; hot-water heat; electric lights; Geo. R. Callis, Jr., Archt., American Bldg., Baltimore; bids opened June 14. Address Mr. Callis.

Md., Salisbury.—Col. Wm. B. Tilghman, Jr.; erect colonial brick residence, Camden Ave.

Mo., Kansas City.—John Heckel, 2528 Troost Ave.; erect \$30,000 residence; 2 stories and basement; 29x60 ft.; frame and stucco; shingle roof; Frank L. Lang, Archt., 922 Commerce Bldg.; construction by owner.

Mo., St. Louis.—A. Moore, Jr., 4421 W. Minister Pl.; erect \$20,000 residence and garage; 2 stories; 32x40 ft.; brick; Cann & Corrubia, Archts., De Minell Bldg.

N. C., Greensboro.—A. F. Brooks; erect \$10,000 residence, Asheboro St.

N. C., Greensboro.—Hill Hunter; erect \$20,000 residence, Hendrix and Carolina Sts.

N. C., Wilson.—H. F. Edgerton; erect \$30,000 to \$40,000 residence.

S. C., Rock Hill.—Anderson Motor Co.; erect number of dwellings; E. S. Draper, Landscape Archt., Charlotte, N. C.

S. C., Spartanburg.—M. S. Christman; erect three 6-room bungalows, Glendalyn Ave.; \$12,000.

Tex., Austin.—R. A. Cox; erect \$25,000 residence, 1400 West Ave.; brick veneer; shingle roof; wood floors; hot-air furnace; electric lights; bids opened June 15; H. P. Kuehne, Archt., 826 Littlefield Bldg. (Lately noted.)

Tex., Houston.—Dave Cohen; erect \$16,700 residence; 2 stories; 18 rooms.

Va., Norfolk.—Nicholas Albano; erect \$12,500 frame residence, Massachusetts and Georgia Aves., Colonial Pl.

Va., Norfolk.—Standard Oil Co., Dickson Bldg.; erect 11 two-story dwellings, Sewells Point; \$60,000; 32x45 ft.; frame; B. F. Mitchell, Archt., Seaboard Bldg.

Va., Ocean View.—H. G. Barbee, Harris Woodson Barbee Co., Southgate Terminal, Norfolk; erect \$24,000 residence; 2 stories; 53x32 ft.; brick veneer; H. S. Abrahams, Archt., Arcade Bldg., Norfolk; day work.

Va., Virginia Beach.—Walter C. Maher, care Benj. F. Mitchell, Archt., Seaboard Bank Bldg., Norfolk; erect \$10,000 residence; 34.8x49.3 ft.; frame; tile or cypress shingle roof; wood floors; construction by owner. (Lately noted.)

W. Va., Charleston.—Fountain B. Hooff; erect \$10,000 residence and garage; 2 stories; 45x44 ft.; hollow tile and stucco; Speiden & Speiden Archts., 1403 New York Ave., Washington, D. C.

W. Va., Elkins.—E. A. Bowers; erect \$25,000 residence; 2 stories, basement and attic; brick and hollow tile; C. L. Harding, Archt., 729 15th St. N. W., Washington, D. C.

W. Va., Morgantown.—E. S. Baumgartner; erect \$12,000 residence; 1½ stories; 31x48 ft.; brick and tile; Elmer Jacobs, Archt.

W. Va., Phillipi.—I. A. Robinson, Modisetti Farm; remodel residence and garage; 1 story; 21x33 ft.; stone and wood; \$25,000; A. Breternitz, Archt., Clarksburg.

W. Va., Wheeling.—L. E. Marschner, 2240 Market St.; erect \$25,000 residence, Bertschlys Addition; 3 stories; 29x52 ft.; C. N. Vester, Archt., McClain Bldg.

Government and State.

Ala., Speigner—Prison.—State, C. B. Rogers, Warden-General; erect \$250,000 prison; 3 buildings; probably concrete and brick. (Previously noted.)

D. C., Washington.—Ash Bldg.—Interior Dept., S. G. Hopkins, Asst. Secy.; bids until June 21 for furnishing material and erecting reinforced concrete and hollow-tile ash bin in courtyard of General Land Office Bldg., 8th and E Sts. N. W.; copies of plans and specifications from Chief Clerk of Dept., Room 6121 Interior Dept. Bldg., 18th and F Sts. N. W.

Md., Aberdeen—Storehouse, etc.—Constructing Officer, Aberdeen Proving Ground; bids until June 17 to erect constant temperature magazine, storehouse, sentry-house, laundry and bakery and non-climbable fence; plans and specifications at office Constructing Officer.

Hospitals, Sanitariums, Etc.

Okla., Ada.—County Commrs.; considering bond election to erect courthouse, hospital and jail. (See City and County.)

Tenn., Columbia.—King's Daughters' Hospital; erect \$15,000 annex to building.

Tex., Canadian.—Hemphill County, W. D. Fisher, County Judge; erect \$70,000 hospital; fireproof; concrete; will sell \$70,000 bonds. (Lately noted.)

Tex., Memphis.—Hall County Chamber of Commerce; interested in erecting \$75,000 hospital; 40 beds; plans to issue bonds.

Hotels.

Ala., Dothan.—Dothan Hotel Co., W. P. Sherman, Pres.; erect \$250,000 hotel; details not decided. Address R. L. Gaines, Secy. (Lately noted.)

Fla., Fort Pierce.—I. L. Creed; erect \$65,000 hotel; Wm. H. Carr, Archt., St. Petersburg.

Fla., St. Petersburg.—E. H. Lewis; erect \$60,000 hotel, N. 2d Ave., near Beach Drive; 48x150 ft.; 3 stories; 39 bedrooms; basement to contain dining-room, 42x47 ft.; laundry, kitchen, etc.; Wm. H. Carr, Archt. (Lately noted under Apartment-Houses.)

Ky., Hazard.—L. G. Sampson; erect \$200,000 hotel; 100 rooms.

Ky., Lexington.—Phoenix Hotel Co., Chas. H. Berryman, Pres.; remodel hotel; erect laundry, carpenter and repair shop, and store-room.

S. C., Bishopville.—Mayor W. L. Porrott and others; interested in erection of \$150,000 hotel; 50 rooms.

Miscellaneous.

Ala., Birmingham.—Hill Crest Country Club, Godfrey Goldman, Pres.; erect clubhouse and swimming-pool, Edgewood.

Fla., Daytona.—Casino and Bathhouse.—J. E. Haney; erect casino and bathhouse, Daytona Beach.

Ga., Atlanta.—Clubhouse.—Atlanta Woman's Club, Mrs. B. M. Boykin, Chmn. Comm., 946 Peachtree St.; erect auditorium; seating capacity 2600; P. Thornton Marye, Archt.

Mo., Lonejack.—Barn.—Frank L. Lang, 922 Commerce Bldg.; preparing plans for \$25,000 barn near Lonejack; frame; shingle roof; 1 story; 80x120 ft.

Va., Bon Air—Home.—Bethany Home for Homeless and Friendless Children, W. W. Brookshire, Supt.; erect girls' dormitory.

Schools.

Ala., Gadsden.—County Board of Education; erect school building, Curtiston.

Ala., Lafayette.—School Board; repair and maintain schools; plans to issue \$40,000 bonds.

In writing to parties mentioned in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.

Ark., Jonesboro.—Baptist College, Rev. J. G. Harris, Supt.; erect \$200,000 building; brick and concrete; slate or tile roof; concrete and composition floors; central heating plant; hollow fireproof tile; interior tile; ornamental terra-cotta; R. H. Hunt Co., Archt., 1211 Southwest Life Bldg., Dallas, Tex.; bids opened in August. Address Rev. Mr. Harris. (Lately noted.)

Fla., Eau Gallie.—Kentucky Military Institute, E. L. Gruber, Prest., Lyndon, Ky.; erect several buildings for winter school. (See Lyndon, Ky.)

Fla., Gainesville.—Board of Public Instruction, E. R. Simmons, Supt.; bids until July 9 for construction and heating high-school building and building for negro school; drawings and specifications at office of Edwards & Sayward, Archts., 609 Chamber of Commerce Bldg., Atlanta; Builders' Exchange, Atlanta, and office of Supt., Gainesville; obtainable from architects. (See Machinery Wanted—Heating Plant.)

Fla., Homestead.—Special Tax School Dist. No. 9; voted \$25,000 bonds to erect addition to school; R. E. Hall, Supt. Dave County Public Instruction, Miami. (Previously noted.)

Fla., Wauchula.—Board of Education; erect \$20,000 school; 80x80 ft.; ordinary construction; metal shingle roof; Albert J. Poteet, Archt., Hardin Bldg., Lakeland, Fla.; bids opened June 12.

Fla., West Palm Beach.—School Dist. No. 4; voted \$40,000 bonds for schools; W. E. Keen, Supt. of Education.

Ga., Atlanta.—St. Holmes institute, Rev. B. R. Holmes, Prest.; plans to erect \$50,000 building.

Ga., Jackson.—Board of Education; remodel and erect 3-room addition to high school; install heating system; alter lighting plant, etc.; \$10,000 to \$15,000; P. E. Dennis, Archt., Macon; \$35,000 improvement bonds voted. Address J. B. Settle. (Previously noted.)

Ga., Lovett.—County School Board, Z. Whitehurst, Supt., Dublin, Ga.; erect school; plans to issue \$10,000 to \$15,000 bonds.

Ga., Macon.—Board of Education; erect Winship-Clisby School, Pio Nono and Beech Aves.; 165-ft. frontage; 18 classrooms, domestic science room, etc.; brick; limestone trim; fireproof stairway and corridors; Dunwoody & Oliphant, Archts.; Carlyle Nisbet, Assoc. Archt. (Previously noted.)

Ga., Midville.—School Board; erect \$75,000 building; bonds voted.

Ky., Irvine.—School, M. G. Whiteman, Chrmn. Bldg. Com.; erect \$50,000 school; 2 stories and basement; brick; 10 rooms; E. Stampler, Archt., Fayette Natl. Bank Bldg., Lexington, Ky. (Previously noted.)

Ky., Lexington.—Board of Education; remodel old Industrial School for annex to Johnson School; 2 stories; brick; taking bids.

Ky., Liberty.—Board of Education, W. Sherman Allen, Secy.; erect \$50,000 grade and high school; 2 stories; brick. (Lately noted.)

Ky., Lyndon.—Kentucky Military Institute, E. L. Gruber, Prest.; erect buildings near Lyndon and at winter home of school, Eau Gallie, Fla.; \$100,000.

Ky., Minerva.—Board of Education, J. C. Gaither, Prest.; erect \$40,000 school building; brick; Davis & Davis, Archts., First Natl. Bank Bldg., Cincinnati, O.

Ky., Thornton.—Logan Elkhorn Coal Corp.; erect school. (See Dwellings.)

Ky., Sergeant.—Apex Coal Co.; erect school. (See Dwellings.)

La., Alexandria.—Rapides Parish School Board, J. W. Bolton, Prest.; bids until July 1 to erect 2-story-and-basement brick school; pine floors; steam heat; 20 classrooms; \$90,000;

plans and specifications at office Duncan & Barron, Archts., 120 Murray St. (Previously noted.)

La., Logansport.—Logansport School Dist. Trustees; erect building; \$100,000 bonds voted.

Md., Frederick.—Frederick County School Commrs., Lloyd Palmer, Supt.; alter and erect addition to high school; 3 stories; brick; Alfred Cookman Leach, Archt., 325 N. Charles St., Baltimore. (Previously noted.)

Miss., Jackson.—C. M. and I. College, W. J. Johnson, Prest. of Board; erect 3-story brick building, 3 mi. west of Jackson; bids opened June 9.

Mo., Kansas City.—Board of Education, J. B. Jackson, Jr., Secy., Library Bldg.; erect addition to Benton School; 2 stories and basement; brick; stone trim; C. A. Smith, Archt., Finance Bldg.

Mo., Leadwood.—Board of Education; erect \$50,000 high school; brick; stone trim; \$50,000; bids until June 14; J. H. Felt & Co., Archts., Grand Avenue Temple Bldg., Kansas City, Mo. (Previously noted.)

Mo., Parkville.—Park College; erect \$150,000 science hall.

N. C., Buie's Creek.—Buie's Creek Academy, J. A. Campbell, Prin.; erect \$5000 library, \$6000 infirmary, \$20,000 boys' dormitory; 30 to 40 rooms; also gymnasium and auditorium. (Lately noted.)

N. C., Charlotte.—Mecklenburg County Board of Education, J. M. Matthews, Supt.; erect school for Dist. No. 2 (formerly Hopewell, Trinity, Beech Cliff, Abernathy schools); \$80,000 bonds voted. (Lately noted.)

N. C., Reidsville.—City; erect \$40,000 school building; 50x118 ft.; 4 classrooms and auditorium; composition roof; wood floors; steam heat; electric lights; hollow fireproof tile; plaster board; Willard C. Northrup, Archt., Winston-Salem; bids opened June 25.

N. C., Spencer.—School Board; erect addition to building; 4 rooms and auditorium.

N. C., Winston-Salem.—County Board of Education; erect \$20,000 school; brick; 6 rooms; 1 story; asbestos roof; Willard C. Northrup, Archt.; day labor.

N. C., Winston-Salem.—County Board of Education; erect building for Sedge Garden, Cool Springs and Glenwood Dist. in Abbotts Creek Township; 1 story; fireproof; brick; 6 classrooms; Northrup & O'Brien, Archts. (Lately noted.)

Okla., Kingfisher.—School Board, Geo. E. Moore, Clerk; considering erecting \$90,000 brick school; bond election Nov. 2.

S. C., Batesburg.—School Board; erect \$75,000 high school; P. P. Seroggs, Archt., Augusta, Ga.

S. C., Barksdale.—County Board of Education, Laurens, S. C.; consolidate Barksdale and Woodrow Wilson Dist.; erect building to be known as Laurens No. 3.

Tenn., Clarksville.—City, W. E. Beach, Mayor; defeated \$225,000 school-bond issue. (Lately noted.)

Tenn., Jackson.—School Board; erect 6-room brick building for Whitehall primary school, East Jackson; improve South Jackson colored school.

Tex., Clarendon.—Clarendon College; erect additional wing to Girls' Hall.

Tex., Houston.—Board of Education, P. W. Horn, Supt.; erect school in Southmore; plans bond election.

Tex., Sherman.—Austin College; erect 2 dormitories.

Va., Bird's Nest.—Eastville Dist. School Board; erect \$40,000 building; 50x100 ft.; brick; gravel roof; wood floors; fan system

of heat, \$4000; Diehl & Vance, Archts., New Monroe Bldg., Norfolk. Address owner.

Va., Bridgewater.—Bridgewater College, P. H. Bowman, Prest.; erect women's dormitory; 3 stories; 42x112 ft.; brick; slate roof; pine or maple floors; heat from central system; concrete sidewalk; C. M. Robinson, Archt., Times-Dispatch Bldg., Richmond, ready for bids. (Previously noted.)

Va., Martinsville.—Board of Education; erect \$60,000 high school; 8 rooms and gymnasium; brick; warm-air heat; Willard C. Northrup, Archt., Winston-Salem, N. C.; contract let in July.

Va., Richmond.—Richmond College, F. W. Boatwright, Prest., Westhampton; erect 4 dwellings for faculty; 2 stories; brick and terra-cotta; \$60,000; Lee & Lee, Archts., 918½ E. Main St.; take bids about June 10.

W. Va., Bramwell.—Rock Dist. voted \$200,000 bonds; erect high school at Bramwell, graded school at Matoaka, and grade and high school at Spanishburg. Address Mercer County School Board, Princeton. (Lately noted.)

W. Va., Matoaka.—Rock Dist.; erect graded school. (See W. Va., Bramwell.)

W. Va., Spanishburg.—Rock Dist.; erect grade and high school. (See W. Va., Bramwell.)

Stores.

Fla., Fort Myers.—Peter Tonnelier; erect 1-story block; Chinese pagoda type; 40x90 ft.; 4 stores.

Fla., Tampa.—Dr. L. A. Bize, W. B. Gray and Oscar Daniels; erect 2-story brick building, Franklin St. and Florida Ave.; 105x105 ft.; tapestry brick; 12 stores; 75 offices; \$100,000.

Ky., Whitesburg.—David Hays; erect \$25,000 business building.

La., Lake Charles.—Murray-Brooks Hardware Co.; erect business building, Division St.

La., Lake Charles.—Rosenthal & Brown; erect business building, Division St.

Md., Baltimore.—Levenson & Klein, Fayette and Washington Sts.; alterations and additions to furniture store; 30x75 ft.; 3 stories; slate roof; edge grain floors; steam heat; metal ceilings; electric lights; electric freight elevator; ventilators; bids opened June 15. Address Louis Levi, Archt., Munsey Bldg.

N. C., Charlotte.—W. F. Dowd, Prest. Charlotte Pipe & Foundry Co.; remodel stores, W. 4th St.; install fronts, etc. (See Warehouses.)

Mo., Kansas City.—Steno Lasala, 540 Holmes St.; erect store and apartment building, Missouri Ave. and Cherry St.; 2 stories and basement; 30x50 ft.; brick; stone trim; composition roof; day labor; C. B. Sloan, Archt., 321 E. 11th St.

S. C., Spartanburg.—Landrum & Cudd; erect 2-story building, Broad St.; \$20,000.

S. C., Spartanburg.—N. S. Trakas; erect \$15,000 building, Broad St.

Tex., Dallas.—J. E. Schneider Investment Co.; erect 1-story and part basement brick building, 1533 Ross St.; \$50,000.

Tex., Dallas.—Flippen, Prather & Sonnenheill; erect 1-story brick building, Young and Browder Sts.; \$30,000.

Tex., Pharr.—Irvine and George Ely; erect brick building.

Tex., San Antonio.—Hillyer-Deutsch-Jarratt Co.; erect store and several warehouses.

Va., Graham.—Graham Land Co.; erect 2-story brick building.

Va., Portsmouth.—Harry Hofheimer; purchased site 90x156 ft., Effingham and King

Sta.; reported to erect 3 stores on King St. and theater in rear, entrance by arcade from Edingham St.; apartments above.

Theaters.

Ky., Ashland.—Jno. Rist, Ironton, Ky.; erect theater, Winchester Ave.

Md., Baltimore.—Lyric Co.; alter and improve interior of Lyric Theater; painting, decorating, rugs, curtains, draperies, etc.; Parker, Thomas & Rice, Archts., Union Trust Bldg. Address Dr. Hugh H. Young, Charles St. Ave. and Cold Spring La.

Mo., St. Joseph.—Nate Block, care Crystal Theater; expend \$75,000 to remodel interior and construct entrances to theater; Eckel & Aldrich, Archts., Corby Forbes Bldg.

Tenn., Jackson.—J. C. Felsenthal, Memphis; erect building to replace Marlowe Theater; H. D. Posey, Architect.

Va., Portsmouth.—Harry Hofheimer; reported to erect theater and 3 stores. (See Stores.)

Warehouses.

Ala., Huntsville.—Farmers' Warehouse Co.; double capacity of 7000-bale cotton warehouse; issue \$115,000 new stock, increasing capital to \$150,000.

Ga., Metter.—W. I. Costa, Chrmn. Committee; erect 15,000-bu. potato warehouse.

Md., Baltimore.—N. Davis & Co., 19 Front St.; erect 2-story addition, 805-11 Plowman St.; 55x60 ft.; brick and steel; wood floors; slag roof; Jno. Freund, Archt., 1307 St. Paul St.; bids received until June 14; contractors estimating: Chas. L. Stockhausen Co., National Marine Bank Bldg.; Hicks, Tase & Norris, 106 W. Madison St.; Lorenz Schoenlein & Son, 2217 E. Baltimore St.; Leonard J. Muller, 430 S. Highland Ave.; J. Henry Miller, Miller Bldg., Franklin and Eutaw Sts.

Md., Baltimore.—Whitaker Paper Co.; erect building, Guilford Ave., Saratoga and Davis Sts.; 100x186 ft.; 8 stories; reinforced concrete and brick; cement floors; steam heat; electric lights; vaults; steel sash and trim; office on 8th floor; Haskell & Barnes, Archts., 301 N. Charles St.; ready for bids about June 30. (Previously noted.)

N. C., Charlotte.—W. F. Dowd, Prest. Charlotte Pipe & Foundry Co.; erect 4-story-and-basement reinforced steel and concrete storage building, 4th and Poplar Sts.; fireproof; 100 ft. square; electric elevator; \$65,000; remodel stores, W. 4th St.; install fronts, etc.; also erect 40x100-ft. building, Poplar and 3d Sts., for garage purposes.

S. C., Charleston.—Middleton Compress & Warehouse Co.; erect office building, Hasell St.; also cotton warehouses.

S. C., Greer.—Greer Bonded Warehouse Co. chartered; \$50,000 capital; erect cotton warehouse, Depot St.; capacity 2500 bales; fire walls to separate compartments.

Va., Fredericksburg.—Judge A. W. Wallace; erect \$15,000 residence, George and Prince Edward Sts.; 2 stories; 42x46 ft.; E. G. Hedlin, Contr., Law Bldg.; plans by owner.

Va., Lebanon.—Lampkin & Bird; erect \$30,000 residence, 5 mi. from Lebanon; 50x50 ft.; 2 stories; brick veneer; tile or slate roof; wood, tile and cement floors; steam heat, \$4000; electric lights, \$1000; C. B. Kearfott, Archt., Bristol, Va.-Tenn.; W. H. Musser & Son, Contrs., Abingdon, Va. Address owners, care M. H. Musser, Lebanon. (Lately noted at Va., Carterton.)

Va., Norfolk.—Westmoreland Place Corp.; erect \$30,000 residence; 2 stories and basement; 82x34 ft.; Marcellus Wright, Archt.; Wise Granite & Constr. Co., Contr., both American Natl. Bank Bldg.

Va., Richmond.—R. T. Clayton; erect \$10,000 residence, Colonial Ave.; 2 stories; 32x40 ft.; Davis Bros., Contrs., 2510 W. Main St.; plans by owner.

W. Va., Bluefield.—Norfolk & Western, R. R., J. E. Crawford, Ch. Engr., Roanoke, Va.; erect 25 dwellings; 5 rooms; fireproof; reinforced concrete; H. A. Lucas, Contr., Law and Commerce Bldg., Bluefield. (See Machinery Wanted—Hoisting Equipment; Contractors' Equipment.)

W. Va., Welch.—A. C. Hufford; erect \$25,000 residence; brick and tile; brick and mahogany interior trim; vapor heat; H. A. Lucas, Contr., Law and Commerce Bldg., Bluefield, W. Va.

BUILDING CONTRACTS AWARDED

Apartment-Houses.

D. C., Washington.—D. A. Baer; erect \$160,000 apartment-house, Connecticut Ave.; 4 stories; 50x160 ft.; Howard Etchison, Contr., 921 15th St.; plans by owner.

Md., Baltimore.—Wm. H. Morton and Jno. G. Seitz; erect \$18,000 apartment-house, Hamilton; 35x50 ft.; 2½ stories; Roy G. Pratt, Archt., 1106 American Bldg.; Garvey Bros., Contrs. for heating, 413 S. Augusta Ave.; L. Lubbers, 15 E. Fayette St., roofing.

Va., Norfolk.—Louis Frieden and Jos. Liebman, Berkley; erect \$72,000 apartment and store building; 3 stories; 55x120 ft.; Wickham & Taylor, Archts., Citizens' Bank Bldg.; M. M. Glick, Contr., 1107 Falkland St.

Association and Fraternal.

D. C., Washington.—District Carpenters' Union; erect \$100,000 labor temple, 6th St. N. W.; 3 stories; 55x100 ft.; Waddy B. Wood, Archt., 816 Connecticut Ave. N. W.; Andrew Murray, Contr., 729 12th St. N. W. (Lately noted.)

Bank and Office.

Fla., Tampa.—Maas Bros.; erect \$500,000 office building; 8 stories; concrete construction, face brick and terra-cotta; city lighting; electric elevator; F. J. Kennard, Archt.; G. A. Miller, Contr., Petteway Bldg. (Lately noted under Stores.)

Tex., El Paso.—Donnell, Hofues & Young; erect \$12,000 bank and store building; 66x80 ft.; stone; gravel roof; pine floors; gas heat; vault; sheet rock; plate-glass front. Address A. E. Hofues & Son, Archts. and Contrs. (See Machinery Wanted—Store Front.)

Churches.

Ky., Campbellsburg.—Christian Church, J. Chilton, Secy.; erect \$20,000 building; one story and basement; 40x60 ft.; J. Chilton Lumber Co., Contr.; plans by owner.

Tex., El Paso.—Central Baptist Church, Montana and Virginia Sts.; erect \$47,444 Sunday-school building; 2 stories; fireproof; 48x110 ft.; stone and concrete; Louis S. Glaser, Contr.

City and County.

Ga., Rome.—Jail.—Floyd County Commrs. Roads and Revenues; erect \$97,697 jail; 2 stories; 41x74 ft.; brick and stone; tile roof; wood and concrete floors; Pauly Jail Building Co., Archt. and Contr., 2215 De Kalb St., St. Louis, Mo. (Lately noted.)

N. C., Wilson.—Home.—Wilson County Commrs.; erect County Home; stone and brick; \$57,462; contracts let.

Dwellings.

Fla., Sebring.—Henry Allsopp; erect \$10,000 residence; 74x36 ft.; stucco on Clinton welded sheathing; Albert J. Poteet, Archt., Hardin Bldg., Lakeland, Fla.; contract let.

Ga., Porterdale.—Bibb Manufacturing Co., Macon; erect 150 six-room cottages; frame; shingle roof; wood floors; Robert & Co., Archts., Atlanta; Batson-Cook Co., Contrs., West Point, Ga. (Lately noted.)

Ky., Louisville.—C. Rice, 432 W. Walnut St.; erect \$16,000 residence; 2 stories and basement; 30x36 ft.; C. Meriwether, Contr., 308 Starks Bldg.; plans by owner.

Md., Annapolis.—Dr. B. W. Dudley, New York; erect \$25,000 residence, Hacketts Point; 78x71 ft.; 1 story; bungalow type; frame; wood shingle roof; concrete and tile floors; hot-air heat; Laurence H. Fowler, Archt., 347 N. Charles St., Baltimore; Chance Marine Construction Co., Contr., Annapolis.

Mo., St. Louis.—F. W. A. Vesper, 3550 Lindell Ave.; erect \$10,000 residence; 2 stories; 45x30 ft.; Study & Farrar, Archts., Arcade Bldg.; Geo. Weber, Contr., 4368 Newberry Ter.

S. C., Greenville.—Mrs. M. Quinn Gassaway; reported to erect \$150,000 residence; R. B. Gridland, Landscape Archt.; Fitzpatrick-Terry Co., Engr.-Contr.

Government and State.

Ga., Columbus.—Barracks, etc.—Construction Div., War Dept., 7th and B Sts. S. W., Washington, D. C.; construct 13 barracks, 19 student officers' quarters and 26 buildings for non-commissioned officers, filtration plant and pumping station, Camp Benning; \$230,000; Selden-Breck Constr. Co., Contr., Fullerton Bldg., St. Louis.

Hospitals, Sanitariums, Etc.

Okla., Shawnee.—City; improve municipal hospital lately noted; fireproof wing; 3 stories; 36x90 ft.; nurses' home; 2 stories; 38x66 ft.; ordinary construction; boiler-room and laundry, 18x40 ft.; 1 story and basement; alterations and additions to present building; total cost \$119,000; traction type electric elevator, \$4000; E. J. Peters, Archt.; Nathan Cowen, Contr. (See Machinery Wanted—Elevators; Dumb-waiter.)

Va., Nassawadox.—Northampton and Accomac Hospital, Dr. W. J. Sturgess, Franklinton, Va.; erect \$70,000 hospital; roof garden; 4 stories; 40x128 ft.; Thos. S. Browne, Archt., Bristol, Va., and Dist. Natl. Bank Bldg., Washington, D. C.; D. A. Dunton, Contr., Nassawadox. (Lately noted.)

Hotels.

S. C., Charleston.—Francis Marion Hotel Co., T. T. Hyde, Prest.; erect 10 or 11-story hotel; 105x160 ft.; 300 rooms with private bath; reinforced concrete; \$1,600,000; W. L. Stoddart, Archt., 9 E. 40th St.; Geo. A. Fuller Co., Contr., 175 Fifth Ave., both New York. (Previously noted.)

Miscellaneous.

Ga., Savannah.—Exposition.—Savannah Tri-State Exposition; erect 3 main buildings; \$50,600; Levy & Clarke, Archts.; Farquar McRae, Contr.; also erect grandstand. (Lately noted.)

Ky., Louisville.—Barns.—Bourbon Stockyards Co., G. A. Birch, Mgr.; erect \$75,000 horse barn; 1 story; 200x500 ft.; D. K. Murphy & Bro., Archts.; C. A. Koerner & Co., Contrs.

In writing to parties mentioned in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.

318 E. Burnett St.; rebuild cattle and hog barns; 1 and 2 stories; brick; concrete foundation; \$100,000; ready for bids.

Schools.

Ark., De Valls Bluff.—Board of Education; erect \$55,000 school, S. Main St.; 8 classrooms and auditorium; accommodate 500; brick and concrete; tile roof; hardwood floors, double laid; steam heat and plumbing, \$5000; concrete walks; Jas. H. Bliss, Archt., Little Rock; Chas. C. Reid, Contr., Hazen, Ark. (Lately noted.)

Ga., Atlanta.—School Board; erect 2 additional stories to auditorium of Commercial High School; accommodate 200; \$54,000; Harrison Bleckley, Archt.; Donaldson & Pearson, Contrs. (Previously noted.)

Ky., Bowling Green.—Western Kentucky States Normal School, H. H. Cherry, Prest.; erect \$200,000 girls' boarding home; fireproof; D. X. Murphy & Bro., Archts., Louisville; Brashear & Cahill, Contrs., Bowling Green. (Lately noted.)

Ky., Sturgis.—School Board, P. H. Winston, Chrmn.; erect \$40,000 high school and auditorium; 1 story and basement; 114.2x115.8 ft.; brick; Johns-Manville 3-ply built-up roof; pine floors; steam heat, \$4000; wiring and fixtures, \$750; Thos. J. Nolan, Archt., Courier-Journal Bldg., Louisville; J. M. Boston & Sons, Contrs., Marion, Ky.

Ky., Trenton.—School Board; erect \$40,000 school; concrete foundation; Forbes Bros., Contrs., Hopkinsville, Ky.

Md., Baltimore.—St. Paul's Catholic Church; erect \$60,000 school, Blevins and Dallas Sts.; 65x51 ft.; brick and concrete; Frainie Bros. & Haigley, Contrs., 18 Clay St.

Md., Baltimore.—Board of Awards, City Hall; erect School No. 65, Poplar Grove St. and Lafayette Ave.; 3 stories; stone and brick; 150x200 ft.; E. H. Glidden, Archt., 1210 American Bldg.; H. Adams, Engr., Calvert Bldg., both Baltimore; Standard Construction Co., 1713 Samson St., Philadelphia, Contr., at \$399,000; owner reserves right to cancel part of contract providing for gymnasium and assembly hall at reduction of \$52,000. (Lately noted.)

Md., Emmitsburg.—Frederick County School Board, Lloyd Palmer, Supt., Frederick; erect \$75,000 school; 2 stories; Alfred Cookman Leach, Archt., 325 N. Charles St., Baltimore; Lloyd C. Culler, Contr., Knights of Pythias Bldg., Frederick. (Previously noted.)

Okl., Mangum.—Board of Education, Wallace Emerson, Supt.; erect \$126,000 high school, auditorium and gymnasium; 128x130 ft.; reinforced concrete; probably tile roof; maple and concrete floors; steam heat; city lights; W. S. Bellows Co., Contr., Oklahoma City. (Lately noted.)

Tex., Goliad.—Consolidated School Dist. No. 2; erect schools; tile; cement floors; J. W. Kimbrough, Contr.

Tex., Taylor.—Board of Education, J. E. Potts, Supt.; erect ward school; 2 stories;

51x81 ft.; frame and concrete; \$36,000; Walsh & Giesecke, Archts., Littlefield Bldg., Austin; J. S. Harrison & Sons, Contrs., Waco. (Lately noted.)

Va., Capeville.—Dist. School Board, E. G. Tankard, Supt., Franktown, Va.; erect \$75,000 high school; 2 stories; 56x98 ft.; Diehl & Vance, Archts., Virginia-Carolina Bldg., Norfolk; Pusey-Morris Co., Contr., Princess Anne, Md. (Lately noted.)

Va., Alexandria.—Theological Seminary; erect \$70,000 library; 1 story and basement; 83x31 ft.; Jos. Evans Sperry, Archt., Calvert Bldg., Baltimore; C. A. Langley, Contr., 310 12th St., Washington, D. C.

Va., Charlottesville.—University of Virginia; erect \$60,000 amphitheater; plans by Prof. Fiske Kimble of School of Architecture; contract let. (Lately noted.)

Va., Machipongo.—School Board; erect \$25,000 grade school; 67x52 ft.; brick; gravel roof; wood floors; fan system of heat; Diehl & Vance, Archts., New Monroe Bldg., Norfolk; Pusey-Morris Co., Contr., Princess Anne, Md.; American Heating & Ventilating Co., Richmond, heating and ventilating. (Lately noted.)

Stores.

D. C., Washington.—Brooks & Co., 1109 G St.; erect \$125,000 store; 1111-12 G St.; 5 stories and basement; 40x110 ft.; A. P. Clark, Jr., Archt., 816 14th St.; H. F. Boryer, Contr., 1416 F St. (Previously noted.)

D. C., Washington.—F. H. Edmonds; erect store, 709 13th St. N. W.; \$22,845; Samuel R. Harris, Contr., 26 Seaton Pl. N. W.

D. C., Washington.—C. Vernon Snider, Contr., Colorado Bldg.; remodel residence, 2408 14th St., for stores and apartments; R. J. O'Neil, Archt.; 3 stories; 18x70 ft.; \$10,000.

Fla., St. Petersburg.—George Perkins; erect 2-story store and apartment building; \$10,000; W. S. Shull, Archt.; P. J. McDevitt, Contr.

Mo., Jefferson City.—P. C. Mayens; erect grocery store, High and Ash Sts., east; 34x64 ft.; 2 stories; brick; shingle roof; oak floors; Louis Schell, Archt. and Contr., Fairmount Pl. Address owner. (Lately noted.)

S. C., Conway.—D. A. Spivey; erect \$16,000 building for 7 stores; brick; 80x150 ft.; composition roof; cement sidewalks; H. P. Little, Archt. and Contr. (Lately noted.)

S. C., Walterboro.—J. M. Witsell, Mgr. Farmers' Mercantile & Warehouse Co.; erect 3 brick stores, Black St.; 22x60 ft. each; J. A. Anderson, Contr., brick work; R. L. Hiers, wood work.

Va., Norfolk.—Jno. D. Gordon; erect \$17,000 store and apartment building, Boush and Bute Sts.; 1 and 2 stories; Wickham Taylor, Archt., Citizens' Bank Bldg.; W. Joe Stainson, Contr., 714 31st St.

Va., Roanoke.—Lee Keedick, 439 Fifth Ave., New York; E. N. Coulter, Agt., Roanoke; erect \$40,000 store and office building, Nelson St.; 50x95 ft.; brick and steel; gravel, tile

and concrete floors; H. M. Miller, Archt.; Harry Mason, Contr., both Roanoke.

Theaters.

Ala., Eufaula.—E. Lee; erect brick theater; 50x80 ft.; metal roof; wood floors; hot-air heat; Fairbanks-Morse lighting. Address M. G. Lee, Contr. (Lately noted.)

Md., Baltimore.—Dr. J. J. Valentini; erect addition for moving-picture theater; 22x90 ft.; concrete and ordinary construction; composition roof; wood, concrete and tile floors; extend steam-heating system; electric lights; E. G. Blanke, Archt., 213 N. Calvert St. Address E. Eyring & Sons, Contrs., 800 S. 3d St.

Ga., Athens.—Mrs. Frances Smith Sheshane; erect \$35,000 theater; concrete and hollow tile; seat 1000; C. K. Howell, Archt.; R. W. Wimbish, Contr. (Previously noted.)

Tex., Austin.—Geo. W. Littlefield; erect \$115,000 picture theater; 45x160 ft.; concrete and frame; built-up roof; cement, wood and tile floors; interior tile; metal ceilings; wire glass; electric lights; Walsh & Giesecke, Archts., Littlefield Bldg., Austin; Harrison Constr. Co., Contr., Waco. (Lately noted.)

W. Va., Kimball.—Chas. K. Wagner, Pocahontas, Va.; erect \$18,000 fireproof theater; 36x100 ft.; 2 stories; Pedigo & Garry Archts.; H. A. Lucas, Contr., Law and Commerce Bldg., both Bluefield, W. Va.

Warehouses.

Fla., West Palm Beach.—Oshorne Bros.; erect \$20,000 building for wholesale groceries; 85x110 ft.; monolithic concrete construction; concrete floors and roof; electric lights; freight elevator; wire glass; Richard Rummell, Archt., Courtenay, Fla.; Brevard Construction Co., Contr., Cocoa, Fla. (Lately noted.)

Ky., Lexington.—Fayette Tobacco Warehouse Co.; erect \$160,000 loose-leaf tobacco saleshouse; 201x331 ft.; 1 story and basement; 128,000 sq. ft. floor space; 374 skylights, 36x36 ft.; tapestry-brick walls; steel roof support; stone trim; 4-ply felt and asphalt roof; wood and concrete floors; electric lights; concrete sidewalks; Frankel & Curtis, Archts.; Louis des Cognets & Co., Contrs. for concrete work, foundation and excavation; T. J. Shannon, brick work; Combs Lumber Co., Lumber; Beard & Lyons, roofing; Louisville Bridge & Iron Co., steel work. (Lately noted.)

Md., Baltimore.—Albert F. Goetze, 1902 E. Hoffman St.; erect warehouse and garage; 40x78 ft. and 123x20 ft.; tile; 3-ply rubberoid roof; 1 story; cement floors; electric lights; G. H. Guttman, Archt.; P. H. Guttman & Co., Contrs.; both 1536 N. Gay St.

Mo., St. Louis.—Texas Co., 17 Battery Pl., New York; establish distributing station of several buildings, Kingshighway and Brown Sts.; 1 story; \$15,000; Dickie Construction Co., Contr., Syndicate Trust Bldg., St. Louis.

S. C., Greer.—Farmers' Bank & Trust Co.; erect \$75,000 fireproof cotton warehouse, Hill and Line Sts.; capacity 2000 bales; fire walls between compartments; sprinkler system; J. C. Cunningham, Contr.

MACHINERY, PROPOSALS AND SUPPLIES WANTED

Belting.—Machinery and Engineering Materials Branch, Munitions Bldg., Washington, D. C.—Bids until June 14 to furnish 350 rolls leather belting; circular 20213; plans on file.

Blueprint Machine.—Box 342, Bluefield, W. Va.—Cylindrical electric blueprint machine, 42x60-in. prints.

Boiler.—Triplett Lumber Co., Charlotte, N. C.—Boiler.

Boiler.—R. P. Johnson, Wytheville, Va.—

Prices on 100, 125 or 150 H. P. locomotive boiler; state test; shipping point.

Boilers.—See Heating Plant.

Boilers.—United Machine Works, 57 W. 3d St., New York.—Two 250 H. P. B. & W. boilers; 200-lb. steam pressure.

Boilers.—Saml. T. Williams, 223 N. Calvert St., Baltimore, Md.—1 or 2 steam or hot-water heating boilers and radiators for 2500 ft. radiation.

Bolt Cutter.—Saml. T. Williams, 223 N.

Calvert St., Baltimore, Md.—Belt-driven bolt cutter; to cut bolts $\frac{1}{2}$ to $1\frac{1}{4}$ in.

Brick Machinery.—A. D. Kennedy, Jr., Camden, S. C.—Cement brick mch.

Bridge Construction.—Chatham County Commrs., W. H. Ferguson, Chrmn., Pittsboro, N. C.—Bids until June 14; 60-ft. steel span across Bear Creek.

Bridge Construction.—Lake County Commrs., M. V. Simpson, Chrmn., Tavares, Fla., and Seminole County Commrs., L. A.

In writing to parties mentioned in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.

Brumley, Chrmn., Sanford, Fla.—Bids until June 16; wooden bridge across Wekiva River; 225 ft. long; plans, etc., on file at Tavares and Sanford, Fla.

Building Material.—John T. Willis, Jackson, Miss.—Correspondence with mfrs. of Portland cement, reinforcing bars and other materials for construction of college building in Louisiana.

Building Material.—Randolph County Board of Commrs., W. L. Ward, Chrmn., Asheboro, N. C.—Material and supplies for construction of 2-story-and-basement country home, including brick, concrete, slate or asbestos roof, wood floors, plaster walls, electric lighting and heating plant; J. H. Hopkins, Archt., Greensboro, N. C.

Building Materials.—Oldsmar Tractor Co., Oldsmar, Fla.—Gravel, cement, stone, clay, etc., for buildings, including \$20,000 foundry.

Bulkhead.—United States Engr. Office, Norfolk, Va.—Bids until July 2; construct bulkhead on Craney Island Flats; plans on file.

Cable.—Machinery and Engineering Materials Branch, Munitions Bldg., Washington, D. C.—Bids until June 14 to furnish 22,500 ft. paper insulated lead-covered cable; circular 20214; plans on file.

Cane Mill.—W. F. Shuey, Vienna, Va.—Cane mill.

Cars.—Carapollis Brick & Tile Co., Main and Wabash Sts., Pittsburgh, Pa.—Data and prices on 24-gauge double-deck dryer cars; good condition.

Castings.—Lawrence MacRea, care Visible Measure Gasoline Dispenser Co., 700 W. Breckinridge St., Louisville, Ky.—Gray iron and brass castings.

Cement.—John T. Willis, Jackson, Miss.—Correspondence with mfrs. of Portland cement. (See Building Material.)

Cider Mill.—W. F. Shuey, Vienna, Va.—Cider mill.

Clocks.—Ritchey M. Marbury, Dawson, Ga.—Names and addresses mfrs. clocks.

Compressor.—United Machine Works, 57 W. 3d St., New York.—Portable gasoline-kerosene-driven air compressor outfit; 50 to 100 cu. ft. capacity at 80 to 100-lb. pressure; operate pneumatic tools.

Concrete Block Machinery.—George Ledbetter, 15 East St., Asheville, N. C.—Names and addresses mfrs. concrete block mchy.; especially Ideal concrete block machine.

Contractors' Equipment.—See Hoisting Equipment.

Cotton Mill Machinery.—Eugene W. Able, Saluda, S. C.—2000 to 4000-spindle cotton mill; equipment; with 200 to 300 H. P. steam plant.

Cotton Waste Plant.—United Machine Works, 57 W. 3d St., New York.—Cotton waste plant, daily capacity 2000 lbs.; able to work inferior grade cotton producing No. 6 counts yarn; delivery f. a. s. New York or other required port.

Crane.—Roy C. Whayne Supply Co., 608 W. Jefferson St., Louisville, Ky.—Standard-gauge locomotive crane, 50-ft. boom, capacity 2 tons at 40-ft. radius.

Cranes (Locomotive).—Chas. A. McLean, 412 Citizens' Bank Bldg., Norfolk, Va.—1 or 2 locomotive cranes with about 7x10 engines and 50-ft. steel booms.

Derrick.—Saml. T. Williams, 223 N. Calvert St., Baltimore, Md.—Guy or stiff-leg derrick, 35-ft. boom, lift 3000 lbs., without bull swing preferred, including steam hoisting engine with 2 drums, lifting 3000 lbs. at ordinary speed.

Distillation Equipment.—P. H. Nash, Box 81, Quincy, Fla.—Names and addresses mfrs.

distillation equipment for an initial unit for pine raw materials; stills, retorts, condensers, cars, containers, etc.

Drills.—J. O. Justice, Box 152, Portsmouth, Va.—High-speed drills.

Dryers (Centrifugal).—H. E. Ellis, Leesburg, Fla.—Names and addresses mfrs. centrifugal dryers for sugar factories.

Electrical Equipment.—See Mechanical Equipment.

Electric Light Fixtures.—New Iberia Plumbing & Contracting Co., J. Egloff, 103 E. Main St., New Iberia, La.—Names and addresses mfrs. electric light fixtures, chandeliers and lamps.

Electrical Transmission Line.—Constructing Quartermaster, U. S. Nitrate Plant No. 2, Muscle Shoals, Ala.—Bids until June 21; transmission line between plants 1 and 2; 4 mi.; plans, etc., on file.

Electrical Work.—See Building Material.

Elevator Equipment.—Wheaton Milling & Power Co., H. G. Goostree, Mgr., Wheaton, Mo.—Invites bids; elevator head, boot and legs, belts, buckets and pulleys.

Engine.—See Derrick.

Engine.—Wood & Lane Co., St. Louis, Mo. 350 or 400 H. P. oil engine for belt drive; condition ready to operate without repairs; send full description with lowest spot cash price f. o. b. cars; mention shipping point.

Engines.—Thompson & Moseley, 914 Healey Bldg., Atlanta, Ga.—Oil engines; 35 H. P.; Muncie, Foos and Charter preferred; give full particulars.

Fuller's Earth Machinery.—J. C. Dielman Construction Co., 306 E. Commerce St., San Antonio, Tex.—Names and addresses makers fuller's earth mchy.

Gas Equipment.—See Mechanical Equipment.

Gunite.—Mississippi Oil & Gas Co-operative Joint Stock Co., Ackerman, Miss.—Data and prices on gunite.

Dredging.—United States Engr. Office, Custom-house, Norfolk, Va.—Bids until June 30; dredging upon Inland Waterway from Norfolk, Va., to Beaufort, N. C.; plans on file.

Dumbwaiter.—See Elevators.

Elevators.—E. J. Peters, Shawnee, Okla.—Prices on traction type electric elevator and dumbwaiter for hospital.

Engine.—Triplett Lumber Co., Charlotte, N. C.—Engine.

Feed Mixers.—Smith Mercantile Co., T. B. Smith, Prest.-Mgr., Clinton, N. C.—Names and addresses mfrs. feed-mixing machines for horse and mule feed.

Flour Mill Machinery.—United Machine Works, 57 W. 3d St., New York.—Flour roller mill mchy.; shipment to South America.

Furnaces.—Machinery and Engineering Materials Branch, Munitions Bldg., Washington, D. C.—Bids until June 8 to furnish 6 crucible tilting melting furnaces; circular 20211; plans on file.

Hoisting Equipment.—H. A. Lucas, Law and Commerce Bldg., Bluefield, W. Va.—Hoisting equipment.

Heating Plant.—Const. Quartermaster office, Ward No. 1, Walter Reed U. S. Army General Hospital, Takoma Park, D. C.—Bids until June 18; install heating plant equipment.

Heating Plant.—Board of Public Instruction, E. R. Simmons, Supt., Gainesville, Fla. Bids until July 9 for heating plant for high school building and school building for negroes; drawings and specifications at office of Edwards & Sayward, Archts., 609 Chamber of Commerce Bldg., Atlanta, Ga.; Builders' Exchange, Atlanta, and office Superin-

tendent, Gainesville; obtainable from architects.

Heating Plant.—Treasury Dept., Jas. A. Wetmore, Act. Supervising Archt., Washington, D. C.—Bids until June 25 for repairs to heating apparatus in United States Post-office, Louisville, Ky.; copies of drawings and specifications obtainable from office Custodian, Louisville, and office Supervising Archt.

Heating Plant.—Treasury Dept., Jas. A. Wetmore, Act. Supervising Archt., Washington, D. C.—Bids until June 25 for furnishing and installing new brick-set, down-draft, firebox, heating boiler in United States Post-office and Custom-house, Port Arthur, Tex.; drawings and specifications obtainable from Custodian, Port Arthur, and office Supervising Archt.

Heating Plant.—See Building Material.

Heating Plant.—See Mechanical Equipment.

Hospital Equipment.—See Mechanical Equipment.

Iron Beams.—Carter Corp., Crozet, Va.—Six 28-in. 105-lb. Bethlehem I-beams, or eight 27-in. 90-lb. standard I-beams, or eight 24-in. 100-lb. standard I-beams; 34 ft. 6 in. long from end to end.

Iron (Sheet).—Lawrence MacRea, care Visible Measure Gasoline Dispenser Co., 700 W. Breckinridge St., Louisville, Ky.—Sheet iron.

Lathe.—Saml. T. Williams, 223 N. Calvert St., Baltimore, Md.—Old type lathe to swing not less 8½ in. over carriage, 2 to 3-ft. between centers, solid spindle with screw feed; for marble worker.

Locomotives.—Pennsylvania Equipment Co., 1420 Chestnut St., Philadelphia, Pa.—Two second-hand standard-gauge 65-ton electric locomotives.

Locomotive.—Durham Coal & Iron Co., Chattanooga, Tenn.—8 or 10-ton electric locomotive, 36-in. gauge, 240-volt, D. C.; wire price and delivery.

Locomotive.—Hackley Morrison Co., 18½ N. 9th St., Richmond, Va.—Second-hand standard-gauge 8 or 10-ton steam locomotive.

Locomotive.—Box G, Lock Haven, Pa.—Data and prices on 40-ton 36-in. gauge Porter locomotive; first-class condition.

Manganese.—Mississippi Oil & Gas Co-operative Joint Stock Co., Ackerman, Miss.—Manganese in ton lots.

Mechanical Equipment.—Treasury Dept., Jas. A. Wetmore, Act. Supervising Archt., Washington, D. C.—Bids until June 14 for mechanical equipment for main hospital building, transformer building, gashouse and extension to boiler-house of United States Public Health Service Hospital, Sewell's Point, Norfolk, Va.; drawings and specifications obtainable from medical officer in charge United States Public Service, Custom-house, Norfolk, or from office Supervising Archt.

Metal-Working Machinery.—National Paper Bag Rack Co., F. O. Webber, Prest.-Mgr., 36 Eighth Ave., S. W., Roanoke, Va.—Mchy. to handle galvanized iron.

Mining Machinery.—Easley Coal Co., Fred Easley, Mgr., Brush Creek, W. Va.—Bids until July 1; mining mchy.; 2000 tons daily.

Motor.—Wheaton Milling & Power Co., H. G. Goostree, Mgr., Wheaton, Mo.—¾ H. P. electric motor.

Motors.—Southern Machinery & Supply Co., Palmer St. Clair, Prest., 307 First National Bank Bldg., Roanoke, Va.—25 H. P. and 75 H. P. 440-volt 3-phase 60-cycle slipping motors.

Ochre (Yellow).—Columbia Crushed Stone Co., Drake Bldg., Easton, Pa.—Prices on and analysis of Georgia yellow ochre.

In writing to parties mentioned in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.

Paving.—City, Ernest Hine, Mayor, Athens, Ala.—Bids until June 14; 10,024 sq. yds. street; water-bound macadam; 8300 lin. ft. concrete curb and gutter.

Paving.—Town, Emory J. Close, Clk., Tavares, Fla.—Bids until July 14; 25,000 sq. yds. street paving; \$40,000 to \$60,000 bonds; J. W. Turner, Engr., Lakeland, Fla.

Paving.—City, A. E. Amerman, Mayor, Houston, Tex.—Bids until June 12; repave North San Jacinto, Liberty, McKee and Conti Sts.; 16,000 sq. yds.; sheet asphalt, asphaltic concrete, bitulithic, vertical fiber brick, rock asphalt or bituminous top on old brick; storm sewers; plans, etc., with City Engr.

Paving.—City, C. B. Henslee, Secy., Leonard, Tex.—Bids until June 24; 12,050 sq. yds. street paving; 3130 ft. combination curb and gutter; plans, etc., with Henry Exall Elrod Co., Engr., 220 Interurban Bldg., Dallas, Tex.

Paints.—J. Hod Williams, 200 Dauphin St., Mobile, Ala.—Names and addresses mfrs. chinaware paints.

Patterns (Shirts).—J. S. Hunt, 114 Walnut St., Chattanooga, Tenn.—Names and addresses mfrs. patterns for shirts and handkerchiefs.

Piling.—Kaufman County, J. E. Yates, Auditor, Kaufman, Tex.—Bids until June 28; 20,000 lin. ft. Bois d'Arc piling; specifications, etc., with County Engr.

Pipe.—Guy C. Sibley, Ivanhoe, Va.—500 ft. 1½-in. metal piping and accessories for distributing water in residence, outside buildings, etc.

Pipe, etc.—Lawrence MacRea, care Visible Measure Gasoline Dispenser Co., 700 W. Breckinridge St., Louisville, Ky.—Galvanized pipe and fittings.

Piping.—City of Richmond, Va., Dept. of Public Utilities, E. W. Trafford, Director.—Bids until June 17; cast-iron pipe, fittings and valves for ward connections at Gas Works; plans on file.

Pipe-cutting Machines, etc.—United Machine Works, 57 W. 3d St., New York.—Two pipe-cutting and threading machines; capacity 2 to 4 in. and 4 to 12 in.

Planer.—J. W. Jackson, City National Bank Bldg., Sumter, S. C.—Second-hand 16x30 planer.

Planing Machine.—Triplett Lumber Co., Charlotte, N. C.—Planing machine.

Power Plant Equipment.—Navy Dept., Bureau Yards and Docks, Washington, D. C.—Bids until June 21; improve power plant at Paris Island, S. C.; specification 4211; overhead steel coal bunker; overhead concrete ash bunker; coal-handling equipment outside building, consisting of steel loading hopper, coal crusher and elevator, etc.; side-feed stokers for four 300 H. P. boilers; industrial track over stokers, including track scales and 2 dump cars; steam jet ash conveyor; 1200 H. P. open feed-water heaters; 3 boiler-feed pumps; 300 K. V. A. turbo-alternator; 25 K. W. exciter, etc.; plans, etc., on file.

Pumps.—Lawrence MacRea, care Visible Measure Gasoline Dispenser Co., 700 W. Breckinridge St., Louisville, Ky.—Gasoline transfer pumps.

Pumps.—United Machine Works, 57 W. 3d St., New York.—Two 4,000,000-gal. 24-hour capacity steam pumps; use in oil fields; total elevation 16 ft.

Rails.—Chas. A. McLean, 412 Citizens' Bank Bldg., Norfolk, Va.—20 and 25-lb. rails.

Reinforcing Bars.—John T. Willis, Jackson, Miss.—Correspondence with mfrs. of reinforcing bars. (See Building Material.)

Refrigerating Plant.—Depot Officer, 17th and F Sts., Washington, D. C.—Bids until

June 10; install 6-ton refrigerating plant, including 15 H. P. D. C. motor, 1200 revolutions, sectional construction cooler, 20x15x12-ft. with 2 finished sides, 52-ft. counter base, three 6-ft. display cases, 40-ft. meat racks, 115-ft. overhead meat rack; plans on file.

Road Construction.—Constructing Quartermaster, U. S. Nitrate Plant No. 2, Muscle Shoals, Ala.—Bids until June 21; 3 mi. road, including concrete culverts, sewerage and drainage system; plans, etc., on file.

Sewer Construction.—Constructing Quartermaster, U. S. Nitrate Plant No. 2, Muscle Shoals, Ala.—Bids until June 21; construct sewer drainage system; plans, etc., on file.

Road Construction.—Yazoo County Highway Commrs. Dist. 3, L. G. Montgomery, Chrmn., Yazoo City, Miss.—Bids opened June 9; 1½ mi. Crupp-Valley road; plans, etc., with clerk.

Road Construction.—Highway Dept., Board State Engrs., Room 332 Maison Blanche Annex, New Orleans, La.—Bids until June 14; 10.47 mi. Winnboro-Madalia Highway, Franklin Parish; information with Highway Dept., Duncan Buie, Engr.

Road Construction.—Highway Dept., Board State Engrs., Room 332 Maison Blanche Annex, New Orleans, La.—Bids until June 14; 5.42 mi. Houma-Raceland Highway, Section A, Terrebonne Parish; information with Highway Dept., Duncan Buie, Engr.

Road Construction.—Lamar County, W. L. Hutchinson, Judge, Paris, Tex.—Bids until June 15; 62 mi. roads; W. M. Fooshee, Engr.

Road Construction.—War Dept., Office of Utilities Officer, Ward 1, Walter Reed U. S. Army General Hospital, G. A. Christensen, Major Quartermaster Corps, Takoma Park, D. C.—Bids until June 26; roads; walks, drainage, grading; information upon application.

Road Construction.—North Carolina State Highway Comsn., Div. Office, Greensboro, N. C.—Bids until June 22; 16.6 mi. road; 102,950 lbs. reinforcing steel; plans, etc., with State Highway Comsn., W. S. Fallis, Engr., Raleigh, N. C.

Road Construction.—Tyler County Commissioners, J. E. Smith, Clerk, Middlebourne, W. Va.—Bids until June 14; 4 mi. Sistersville-Friendly road, 16 ft. wide; Federal-aid Project; 1.2 mi. Middlebourne-Salem road, 16 ft., one-course cement-concrete; Federal-aid Project 55; plans, etc., with County Engr., Middlebourne; Div. Engr. and State Road Comsn.; both Parkersburg, W. Va.

Road Construction.—Rapides Parish Police Jury, T. C. Whendon, Prest., Alexandria, La.—Bids until June 14; 11 mi. Bayou Boeuf road; plans, etc., with Ira W. Sylvester, Engr.

Rolling Mill.—United Machine Works, 57 W. 3d St., New York.—Rolling mill to mfr. copper and brass sheets and circles from scrap brass and copper; daily capacity one ton; moulding plant attached; full particulars, delivery f. a. s. New York or other required port.

Sawmill.—Landeck Lumber Co., Box 703, Tampa, Fla.—Prices on gang sawmill to cut 8, 10 and 12-in. cants.

Screening Equipment.—Oscar Swineford, Room 617 Mutual Bldg., Richmond, Va.—Prices on screening equipment for sand and gravel.

Sewers.—City of Houston, Tex., A. E. Amerman, Mayor.—Bids until June 12; construct storm sewer on Elgin Ave.; plans, etc., from City Engr.

Sewer Construction.—City of Whitesboro, Tex., C. L. Simpson, Mayor.—Bids until June 7; construct sanitary sewer system and disposal plant; 34,700 lin. ft. vitrified clay sewer pipe; plans, etc., from R. G. Carraway Co., Engr., Gainesville, Tex.

Shovel.—E. L. Owen, East Bernstadt, Ky.—Small steam shovel; for coal stripping; preferred mounted on caterpillar trucks.

Speedometers, etc.—Ritchey M. Marbury, Dawson, Ga.—Names and addresses mfrs. speedometers and clocks.

Sprinkler System.—Constructing Quartermaster, Fort Bliss, Tex.—Bids until June 17 to install automatic sprinkler system in 24 warehouses.

Sprinkler System.—H. M. Wade Mfg. Co., Box 1019, Charlotte, N. C.—To contract for installation of automatic sprinkler fire equipment in public buildings.

Staves.—Landeck Lumber Co., 16 Pette-way Bldg., Tampa, Fla.—Sawn and split white oak staves.

Steel, etc.—Panama Canal, A. L. Flint, Gen. Purchasing Officer, Washington, D. C.—Bids until June 17 to furnish: Steel; nuts; screws; benzine; enamel; graphite; wood filler; litharge; paint; amber; varnish; memorandum books and fire clay. Blank forms and information (Circular 1375) on application to offices of: Panama Canal; Asst. Purchasing Agents at 24 State St., New York; 606 Common St., New Orleans; Fort Mason, San Francisco; United States Engr. offices throughout country.

Store Front.—A. E. Hofues & Son, Ellasville, Tex.—Prices on plate-glass store front.

Tank.—Guy C. Sibley, Ivanhoe, Va.—5000-gal. capacity water tank.

Tanks.—Perrin & Thompson, Winter Haven, Fla.—2 steel oil storage tanks, each 10,000-gal. capacity.

Tanks.—Lawrence MacRea, care Visible Measure Gasoline Dispenser Co., 700 W. Breckinridge St., Louisville, Ky.—Underground gasoline tanks; 3-16-in. shells and heads; 280 to 1000-gal. capacity.

Tank (Water).—City of New Albany, Miss., S. W. Bevil, Clk.—Bids until July 6; erect 100,000-gal. steel water tank, 100-ft. to bottom of tub; standard specifications; plans, etc., on file.

Tanks and Tower.—Hackley Morrison Co., 204 Moore Bldg., Richmond, Va.—Two 10,000-gal. fuel oil storage tanks; 50,000-gal. elevated water tank on 70-ft. tower.

Textile Machinery, etc.—Dee Henderson & Co., 15 Maiden Lane, New York.—Catalogues and prices on following: Textile mchry.; electrical supplies; oil and similar engines; acetylene gas lighting plants; small electric and gasoline lighting systems; iron and steel wire drawing and wire nail mchry.; scientific books; prefer quotations c. i. f. Calcutta or f. o. b. steamer Pacific port; with view to immediate orders.

Tin.—J. Hod Williams, 200 Dauphin St., Mobile, Ala.—Names and addresses mfrs. pure sheet tin.

Transit.—Box 342, Bluefield, W. Va.—Second-hand light mountain transit, Berger or Gurley preferred.

Trucks.—United Machine Works, 57 W. 3d St., New York.—Two 6-ton motor trucks, chassis with driver's cab; three 5-ton trucks, second-hand; rigid inspection for export shipment to West Indies.

Valves.—Lawrence MacRea, care Visible Measure Gasoline Dispenser Co., 700 W. Breckinridge St., Louisville, Ky.—Gasoline check and supply valves.

Washing Machinery.—Oscar Swineford, Room 617 Mutual Bldg., Richmond, Va.—Prices on washing mchry. for sand and gravel.

Wagons.—Hemphill County Commrs., W. D. Fisher, Judge, Canadian, Tex.—Second-hand dump wagons.

Well-drilling Machinery.—R. P. Johnson,

Wytheville, Va.—Well-drilling outfit for oil, 1000 to 1500 ft.

Windmill.—Guy C. Sibley, Ivanhoe, Va.—Names and addresses mfrs. windmills.

Woodworking Machinery.—W. F. Shuey, Vienna, Va.—Woodworking mchy.

Woodworking Machinery.—H. Christy, Box 396, Bowling Green, Mo.—Names and addresses mfrs. wooden pipe-turning mchy.

Railroad Construction

Railways.

Ala., Fairfield.—Tennessee Coal, Iron & Railroad Co. has been granted authority by the Federal Court to build an overhead railroad across the North Bessemer and the South Bessemer lines of the Birmingham Railway Light & Power Co. The company has long contemplated construction of a line from Red Mountain to its Fairfield plant. Geo. G. Crawford of Birmingham is Prest.

Ark., Hot Springs.—Noah P. Sanderson of Texarkana, Ark., will, it is reported, build railroad to develop 30,000 acres of timberland.

Ga., Millen.—J. E. Twitty, civil engineer of Sylvania, Ga., is reported surveying for a proposed railroad from Millen, Ga., to Allendale, S. C., about 45 miles.

La., Fondale.—J. M. Jones Lumber Co. of Monroe, La., is reported to have practically completed a logging railroad out of Fondale at a cost of about \$75,000.

N. C., Greensboro.—Application is reported to have been made to charter a company for the construction of an interurban railway to connect Greensboro, High Point, Winston-Salem and other places, the total length of line expected to be 100 mi. Frank H. Fleer of Philadelphia and John McGibbon of Baltimore said to be interested. Greensboro Chamber of Commerce may give information.

N. C., New Holland.—Contract has been let to the Foundation Company of New York for the construction of the proposed

railroad of the North Carolina Farms Co. from New Holland to Wenona, N. C., on the Norfolk Southern Railroad, about 26 miles. Geo. S. Hanford is Gen. Mgr., and K. L. Ponzner, Ch. Engr. of the line.

Okla., Forgan.—Construction is reported well advanced on the Kansas & Oklahoma R. R. projected by O. P. Byers, from Liberal, Kans., to Forgan, Okla., about 18 mi., connecting at the latter point with the Rock Island lines.

Tex., Dallas.—It is announced that construction of the proposed electric railway from Dallas to Wichita Falls, Tex., about 130 mi., is assured by subscriptions totaling more than \$1,500,000 at Dallas, Wichita Falls and other points. Wiley Blair of Dallas is chairman of the committee promoting the plans.

Tex., Fort Worth.—The \$1,000,000 worth of work to be done by the Northern Texas Traction Co. will consist of extensions and improvements on its city and interurban lines. Contract is let to Stone & Webster, Inc., of Boston, Mass. George H. Clifford, Fort Worth, Tex., is Mgr.

Tex., Mexia.—Construction of an electric interurban railway from Waco via Mexia to Palestine, Tex., about 90 mi., is contemplated and the following committee has been appointed: Blake Smith, J. H. Sweatt, W. W. Barnett, D. L. Harp and J. Desenberg. O. A. Ryffe of Waco, Tex., Prest. of the Central Texas Electric Railway Co., which has begun construction of a line from Waco to Robinson, is reported investigating the plan.

Tex., San Antonio.—Citizens of Donna, Hidalgo County, Tex., are reported to have agreed to raise \$175,000 toward construction of a railroad proposed by R. A. Love of San Antonio from this city southward to Donna, about 225 mi.

W. Va., Lenore.—Harry M. Waugh of Bluefield, W. Va., has been officially awarded a contract to build the first 10 mi. of the 18-mi. extension of the Norfolk & Western Ry. from Lenore to open up coal lands on Rockhouse Fork of Pigeon Creek. Estimated cost of extension about \$2,000,000. J. E. Crawford, Roanoke, Va., is Ch. Engr.

lists for catalogs and general data that will be of interest and use to them in their lines of work.

Industrial Buildings of Steel.

Milliken Bros. Manufacturing Co., Inc., New York, manufacturer of all-steel industrial buildings, as well as other structural steel specialties, including transmission towers, radio towers and poles, will hereafter devote the greater part of its operations to Milliken buildings, and it has arranged for branch offices as follows: Chicago, Majestic Bldg., the Gagen Sales Corp.; Cleveland, Builders' Exchange, the Clymonts-Mohrman Company; Raleigh, N. C., Structural Supply Co.; Atlanta, Ga., 1317 Third National Bank Bldg., Beaulieu & Applewhite; Chattanooga, Tenn., Volunteer Life Bldg., O. B. Stauffer; New Orleans, La., Ole K. Olsen, 822 Perdido St.; Tulsa, Okla., Industrial Construction Co.; Dallas, Tex., 1504 Commerce St., Moore, Shotts & Wilson Co.; Houston, Tex., David M. Duller, Houston Land & Trust Co. The Milliken Manufacturing Syndicate, Ltd., London, will handle business in European countries, and Australia territory will be covered by Gordon & Gotch, Ltd., of Melbourne, with branch offices in other cities. Headquarters in the Woolworth Bldg., New York, have been removed from the eighteenth floor to larger offices on the twentieth floor. M. T. Walsh, Havana, Cuba, is sales representative there.

Important Business Change.

The business of Williams Bros., Ithaca, N. Y., manufacturers of well drills, agricultural implements and machinery, which has been conducted by Roger B. Williams for more than fifty years, passed into new hands on May 31, when Mr. Williams retired and the entire responsibility of the future business of the concern will be in the hands of Cadwallader Evans, Jr., formerly general manager of the International Salt Co., also of Ithaca. The business will be conducted under the name of Williams Bros. as hitherto, and the same lines of manufacture will be continued. All uncompleted contracts to buy material or to deliver products as of June 1 are assumed by the new management, but all outstanding accounts, both due and payable as of that date, are assumed by Mr. Williams.

Results of Important Sales.

At the auction of the Wellington avenue plant of the Framingham Screw Works, Framingham, Mass., May 19, lot 1 of the real estate was sold to James F. Lanigan of Lawrence, Mass., for \$14,550; lot 2 to Daniel McLaughlin of Framingham for \$1450, and lots 3 and 4 to George L. Avery of Framingham for \$7450. Machine tools, mechanical equipment and other personal property brought \$22,669, making the sale aggregate \$46,119. At the sale of the Grant Hammond Manufacturing Corporation plant, New Haven, Conn., May 26, lot 1 was sold to Joseph M. Reagan for the Blakeslee Forging Co. of Plantsville and New Haven for \$64,500, while the 151 lots of surplus machine tools and machinery went piecemeal and broadcast for \$10,720. At the sale of the Maxim Corporation plant, Derby, Conn., May 27 and 28, lot 2 was sold to M. M. Levine of New Haven for \$34,000, and the 874 lots of machine tools, machinery, mechanical equipment and other personal property were sold to purchasers very widely distributed for a total of \$54,285, or an aggregate of \$88,285 for the whole plant. J. E. Conant & Co., auctioneers, Lowell, Mass., who conducted these sales, observed that the attendance at each sale was fully up to the standard of the past five years in New England, and that demand and prices were as firm as ever.

INDUSTRIAL NEWS OF INTEREST

Items of news about industrial, railroad or financial interests, building operations, construction work, municipal improvements, or the sale of machinery or the letting of contracts in the South or Southwest, are invited from our readers whether they are advertisers or subscribers or not. We invite information of this character from readers in the North and West about their Southern business operations, as well as from Southern readers. News of value will be published just as readily when from non-advertisers as from advertisers.

New Name Adopted.

Blair, Campbell & McLean, Inc., have changed their name to the American Chemical & Sugar Machinery Co., the address continuing at Colonial Trust Bldg., Philadelphia, Pa. This change is the result of an agreement between Blair, Campbell & McLean, Ltd., Glasgow, Scotland, and Blair, Campbell & McLean, Inc., Philadelphia. The officers and directors remain the same and the entire policy remains unchanged. In addition to manufacturing its own products, the new company continues as the sole representative of Blair, Campbell & McLean, Ltd., in the United States and Canada.

Recent Removal.

Edward R. Ladew Company, Inc., manufacturers of Ladew leather belting, removed on June 1 from 54 Franklin St. to their new offices, 428-430 Broadway, New York City, which will be the headquarters of their general sales department as well as of their New York branch. At the same address will be the new and enlarged stockroom and belt shop with increased facilities and better service.

Sole Representative.

Remsen B. Cole, 504 Colonial Bldg., New Haven, Conn., has been appointed exclusive Connecticut representative for the Falcon Steel Co. of Niles, O., and he will represent them in the sale of black, blue annealed and galvanized steel sheets in the territory mentioned.

Architectural Engineering.

A. E. Van Horn, S. C. P. Vosper and W. L. Love have formed an architectural engineering company for the purpose of conducting a general architectural and engineering business in Dallas and the surrounding country. All of the members of the company were formerly connected with the architectural office of the Southern Enterprises, Inc., of Texas, and also the S. A. Lynch Enterprises, and while with these companies did theater designing and construction for them only, but under the new arrangements they will do all classes of architectural and engineering work. The company now has a nice lot of work under way, and will be able to report more high-class work in the future. They request that their name be placed on mailing

In writing to parties mentioned in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.

Kentucky Rock Asphalt for a Louisville Heavy Traffic Road.

Contract has just been let to J. H. Cahill, Louisville, for resurfacing with Kentucky rock asphalt the extension of the 18th-street road at Louisville, Ky., for a distance of 11.1 miles to the Jefferson county line. The present rock asphalt section of this road, about seven miles, was very extensively used during the war. All the heavy traffic between Camp Knox, Camp Taylor and the army supply depot at Jeffersonville, Ind., passed over the 18th-street road, a careful estimate showing an average of 4000 vehicles, most of them trucks, a day (12 hours) for almost two years. The 11.1 miles extension is at present a 16-foot macadam roadway, surface-treated. The old surface will be lightly scarified and covered with three inches of new metal compacted. On top of this Kentucky rock asphalt will be laid cold and compacted to a thickness of two inches. In addition, the roadway will be widened to 20 feet. The road will be relocated for four miles. Grading of this section will be done this year, the surface placed next year. This new construction calls for a nine-inch compacted macadam base and two-inch compacted Kentucky rock asphalt top 20 feet wide.

New Freighters With Geared Turbines.

The Westinghouse Electric & Manufacturing Co. has been awarded a contract to supply propelling machinery for two new freighters being built for the Matson Navigation Co. by the Moore Shipbuilding Co. These vessels will be 497 feet long over all, have a molded beam of 62 feet and a dead-weight capacity of 14,000 long tons at a draft of 30 feet. They are specially designed for the rapid and economical handling of cargoes, the machinery being placed aft and the holds arranged with minimum obstructions and a maximum of hatches and ports. The propelling equipment of each will consist of a 5000 S. H. P. Westinghouse turbine, having a high-pressure and a low-pressure element which will drive the propeller through a common floating-frame gear, which is to be of the double-reduction type, reducing the turbine speed of 3500 R. P. M. to 95 R. P. M., a ratio of about 37 to 1. The speed of the ship will be 12½ knots. Each turbine element can be operated separately if the other is out of commission, and both contain astern elements, giving 40 per cent of ahead power. Additional nozzles are provided on each turbine to permit of an increase of 20 per cent of the turbines power in case either steam pressure or vacuum (or both) should fall below normal. The boilers will be oil-fired and will carry a steam pressure of 225 pounds. The Westinghouse Company will also furnish the air ejectors, air separators, condensate pumps and other auxiliaries.

Trade Literature.

The Constitution of the United States, "Lest We Forget."

In these days of troublous and destructive agitation it is interesting to note that some business houses of the United States are printing and distributing the Constitution, and a particularly well-printed copy is being furnished by Weston Dodson & Co., Inc., Bethlehem, Pa. An enclosure going with the copy reads as follows:

"LEST WE FORGET."

"In times of unrest and changing conditions in our country, when propaganda which seeks to upset and destroy is financed from without and within, the American's privilege is to recall those principles of justice and right on which our nation is founded.

"Today of all days the voice of constructive patriotism should ring clear, through the din and frenzied clamor, an appeal for sobriety and sanity of both word and action.

"With these thoughts in mind we have reprinted our national charter of salvation and are mailing to personal and business friends this copy of the Constitution of the United States of America.

"The rereading of its splendid pages has inspired us with a new faith in its fundamental guarantees and renewed a desire to stand foursquare for the maintenance of American privileges and obligations.

"In seeking a printer it seemed particularly appropriate that this work should be done under the shadow of old Independence Hall in Philadelphia by the Franklin Printing Co., founded by Benjamin Franklin in 1728."

Machinery Guards, Etc.

Catalog No. 46 of the Cincinnati Manufacturing Co. is a booklet about machinery guards and toolroom enclosures. It is excellently illustrated, displaying applications of the guards and other types of safety screens, besides partition railings for toolrooms and other uses. The value of these guards as means for avoiding accidents is now generally recognized, and they are widely installed in various industrial plants. The company can supply guards such as may be required anywhere.

A Fine Reference Book.

The "Brier Hill Reference Book," published by the Brier Hill Steel Co., Youngstown, O., and recently issued, contains an illustrated story of the manufacture of steel from its very beginning as ore to the finished product in various forms. In addition to this fine narrative, which is interesting to everyone, the book contains all of the tables which users of flat rolled steel would find it necessary to consult. There is a profusion of pictures particularly relating to the mining of ore and the processes of steel making, but there are also many illustrations of finished products. The book is printed on fine, heavy paper and is substantially bound.

A Valuable Manual.

John A. Roebbling's Sons Company price list, issued under the title of "Roebbling Wire Rope and Wire," contains not only tabular data and illustrations concerning their products, but other pictures showing applications of them in the construction of suspension bridges, cableways, aerial tramways, etc. Besides tables of prices, sizes, etc., the book, which is of small pocket size, also contains tabular information about the weights and properties of wire of different dimensions. It is a valuable handbook, besides being a comprehensive price list.

Notable Electric Achievements.

The annual report of the Westinghouse Electric & Manufacturing Co. for the year ended March 31, 1920, and which has just been issued, is accompanied by a folder embodying brief and interesting mention of recent notable achievements of the company, with illustrations. One of these pictures a huge electric locomotive, which is referred to as "the greatest and most powerful passenger locomotive in the world," hauling a Pullman train over a mountain grade on the St. Paul route to the Pacific coast. Another illustration shows the U. S. S. Tennessee, which is one of nine electrically equipped battleships and battle cruisers, and a third picture displays the mammoth power generating unit of the Interboro Rapid Transit Co., New York, at the 74th St. power station. The gross earnings of the company for the year were \$136,052,091.

and the net manufacturing profit \$15,079,830. Gross income from all sources was \$16,801,163, and net income available for dividends and other purposes \$15,206,341.

A Fine Series of Bulletins.

The Wellman-Seaver-Morgan Company, Cleveland, O., have just issued a series of eight bulletins showing some of the notable installations which they have made. They are numbered from 41 to 48, inclusive, and relate respectively to coal and ore-handling machinery, special cranes, hydraulic turbines, hoisting and mining machinery, steel works equipment, coke-oven machinery, port and terminal equipment, and rubber machinery. Each of the bulletins shows, on facing pages, a picture of a particular installation and a working blueprint of the machine. All of the illustrations are large, full page, and are finely done, so that a truthful representation of every installation is given. The company will be glad to send any one or all of these bulletins to anyone interested.

Electric Headlights.

Engineering Report No. 303 of the Electric Service Supplies Co., 17th and Cambria Sts., Philadelphia, deals broadly with various commercial and engineering aspects of parabolic glass reflectors as they are applied to locomotive headlights and presents a great deal of information which, it is stated, has not been published heretofore. Ten illustrations are shown of the "Golden Glow" electric headlights, and detailed facts are given concerning their efficiency.

A Scale of Various Capacities.

Catalog No. 6 of the American Kron Scale Co., 430 E. 53d St., New York, presents most interesting facts about the Kron scale, a springless weighing device, adaptable for use in a great variety of industries, but besides being available for factories it is also eminently suitable for warehouses, transportation companies and other establishments. Although without springs, the scale has a large dial showing instantly and accurately the weight of any load placed upon it. The book presents illustrations of many scales of this make as they are employed in handling cotton bales, leather, paper, iron, steel, wire, dry goods, meat, provisions, fuel, groceries, textiles, etc. The pictures are large and fine, and the data are full and complete. There are also several blueprints displaying details of the scale. The company issues a large folder presenting information concerning the scale more briefly, but with an abundance of illustrations.

A Fine Calendar.

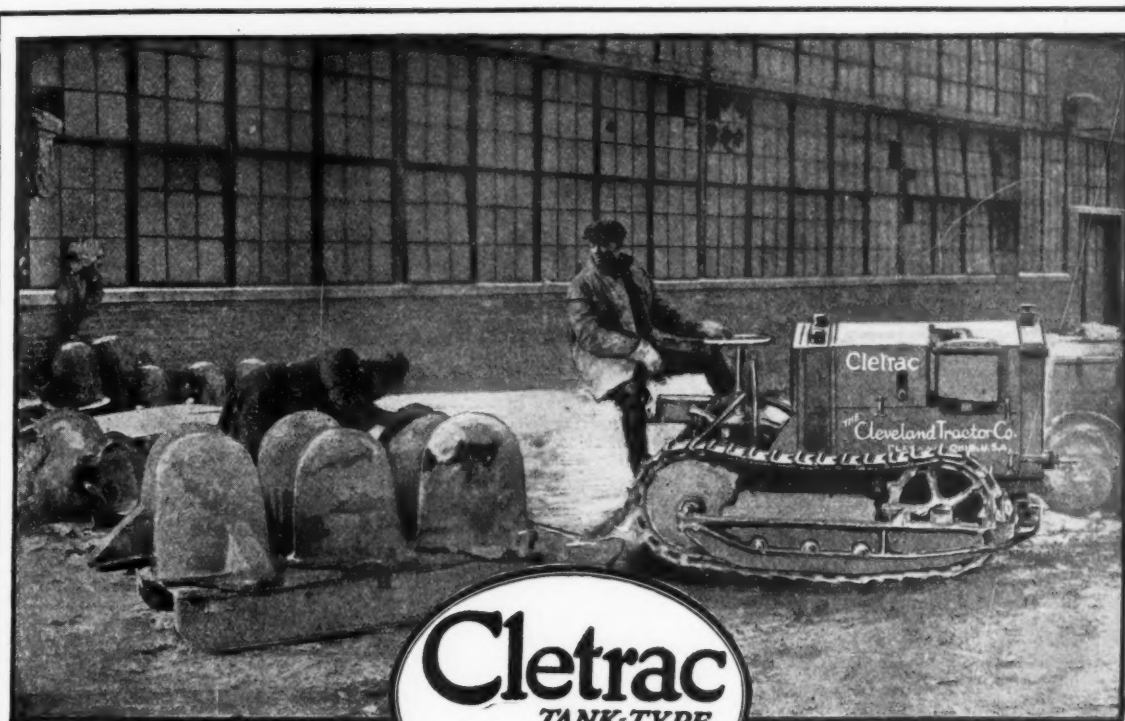
Wagner Electric Manufacturing Co., St. Louis, have issued an exceedingly attractive and practical calendar, beginning with the month of June, 1920 and ending with the month of May, 1921. It is of the hanger type and shows at a glance the dates for the last, the present and the future months in order, those of the current month being in black and those for the other two months in gray. All are clear and distinct.

Wagon Loaders and Material Handlers.

Hais wagon loaders and material handlers are illustrated and described in two folders which have been issued by the George Hais Manufacturing Co., 141st St. and Rider Ave., New York City. One of these especially considers the wagon loader Type S. A., self-propelling and self-feeding; the other tells about the material handler and the high discharge wagon loader, besides the use of the Hais high-power clam-shell bucket for hard digging.

(Continued on page 134.)

In writing to parties mentioned in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.



Nothing Stops the Cletrac

WITHERING heat and biting cold slow up labor crews—but the rugged Cletrac keeps your production moving in a steady, ceaseless stream.

In the shop and out in the yard this handy little tractor is busy every minute. It never falters—hauls heavy loads of parts, spots cars, swings every haulage job around the plant.

Numerous Cletrac features—powerful pull, short turning radius, tank-type construction—make the Cletrac the ideal year-round power unit for industrial plants.

This dependable tank-type Cletrac may be the answer to your transportation problem. Write today for detailed information.

The Cleveland Tractor Co.

"Largest Producers of Tank-Type Tractors in the World"

19187 Euclid Avenue

Cleveland, Ohio

Ammonia Compressors.

Full and complete descriptions, accompanied by numerous illustrations of the Triumph compressors, constitute the contents of Bulletin No. 517, issued by the Triumph Ice Machine Co. of Cincinnati, O. The bulletin considers one of these machines part by part, accompanying the printed matter with pertinent pictures, so that the reader may be adequately informed about it. There is also presented much tabulated data necessary to a thorough understanding of the product and its efficiency. The tonnage capacity of these compressors is also extensively considered, all of this material being presented attractively with fine, clear cuts that are accurate representations.

Financial News

New Financial Corporations.

Ala., Gilbertown.—People's Bank, capital \$15,000, is chartered. T. R. Lenoir will be president.

Ark., Dierks.—Citizens' Bank, capital stock \$50,000, is chartered. J. M. Power is cashier.

Ark., Hartford.—First National Bank chartered; conversion of Bank of Hartford, capital \$32,500. E. D. Jones, Prest.; Carey Holbrook, Cash.

Fla., Cocanut Grove.—Bank of Cocanut Grove, capital stock \$15,000, is chartered. A. W. Sanders, Prest.; Irving J. Thomas and Wm. V. Little, V.-Ps.; D. F. F. Christiance, Cash.

La., Colfax.—Grant State Bank, capital stock \$45,000, will begin business July 1. Dr. E. H. Blackwood, Prest.; Q. A. Hargis and W. A. Brownlee, V.-Ps.; J. E. Swafford, Cash.

N. C., Cerro Gordo.—People's Bank & Trust Co., authorized capital \$50,000, paid in \$20,000, is chartered. J. L. Williamson and others.

N. C., Grimesland.—Bank of Grimesland, capital \$25,000, has been organized. J. C. Galloway, Prest.; W. E. Proctor, V.-P.; J. H. Brooks, Cash., will take over the local branch of the Greenville Banking & Trust Co.

Okla., Cheyenne.—First National Bank, capital \$25,000, applied for charter. A. I. Jordan and others.

Okla., Muskogee.—Guaranty Trust Co., capital \$15,000, is chartered. C. Trumbo, L. E. Nabers and others.

Okla., Okay.—First State Bank, capital \$15,000, surplus \$1500, has been organized. Mr. Chandler may be president and Amos Marlin, cashier.

Okla., Slick.—First State Bank, capital \$25,000, is chartered. H. G. Hendricks, S. L. Canterbury, E. G. Witter, all of Bristow, Okla. S. C., Greenville.—Investment Corp. of Greenville is being organized by H. J. Haynsworth, C. F. Haynsworth and T. H. Munroe.

Tex., Bandera.—Bandera National Bank, succeeding W. J. Davenport, Banker, capital \$25,000, applied for charter. W. J. Davenport, Sr., Prest.; F. D. Barnes, V.-P.; A. Meadows, Cash.

Tex., Broadus.—Broadus State Bank, capital stock \$20,000, is chartered. E. W. Tubbs, president; J. P. Mann, cashier.

Tex., Copperas Cove.—Guaranty State Bank, capital stock \$25,000, is chartered. Jouett Allen, president; T. F. Swift, cashier.

Tex., Goodlett.—A First State Bank is being organized by business men of the town. Chamber of Commerce may give information.

Tex., Hamilton.—Perry National Bank, capital \$100,000, applied for charter. E. A. Perry and others.

Tex., Harlingen.—First National Bank, conversion of Harlingen State Bank, capital \$50,000, applied for charter.

Tex., Iredell.—Farmers and Merchants State Bank, capital stock \$40,000, is chartered. W. Pitts Barnes, president; Abe Myers, cashier.

Tex., Medicine Mound.—First Guaranty State Bank, capital stock \$15,000, is chartered. J. C. Flynt, president; D. M. Boyd, cashier.

Tex., Port Neches.—First National Bank, capital \$25,000, applied for charter. C. C. Hawkins and others.

Tex., Sanger.—First State Bank, capital stock \$30,000, is chartered. John Speer, president, and Roy Levy, cashier.

New Securities.

Ala., Hamilton.—(Road).—\$500,000 of Marion County bonds reported recently voted. Address County Comms.

Fla., Daytona Beach.—(Water-works).—Reported sold to H. E. Pence of Daytona \$10,000 of 6 per cent \$500 denomination 20-year bonds, dated June 20, 1920, and voted Mch. 27. R. L. Selden is City Clerk.

Fla., Lynn Haven.—(Bridge, Street).—Bids will be received until 10 A. M. June 10 for \$15,000 of 6 per cent \$1000 denomination 1939-1953, inclusive, bonds dated July 1, 1919. Address Geo. C. Morton, Secy. Board Bond Trustees.

Fla., Millville.—(Improvement).—Bids will be received until 10 A. M. June 23 for \$30,000 of 6 per cent \$1000 denomination 1920-1950 bonds dated Feb. 2, 1920. Address J. M. Sapp, Atty., Panama City, Fla.

Fla., Okeechobee.—(Paving, Sewer, Water).—Sold to the Bank of Okeechobee \$125,000 of 6 per cent \$500 denomination city bonds, dated April 1, 1920, to mature in 1949, and offered May 29, 1920. W. W. Dunncliff is City Clk.

Fla., Palm Beach.—(Inlet District).—Bids will be received until 2 P. M. July 1 for \$150,000 of 6 per cent \$1000 denomination bonds of Lake Worth Inlet Dist., dated July 1, 1920. Address E. S. Fowler, Chmn. Board of Comms.

Fla., Perry.—(Street, Water, Sewer, Drainage).—Voted May 18 \$65,000 of 6 per cent, \$1000 denomination, 5-30-year serial bonds, dated July 1, 1920. Address M. T. Henry, Mayor.

Fla., Tavares.—(Paving).—Bids will be received until 1.30 P. M. July 14 for from \$40,000 to \$60,000 of bonds. Address R. L. Nutt, Mayor. Emory J. Close is City Clerk. *For particulars see Proposals Department.*

Fla., Titusville.—(Road).—Special dispatch to the Manufacturers Record from J. F. Mitchell, Clerk Circuit Court, says, under date of June 7: "No bids were received by Brevard County Commissioners for Coca Beach Special Road and Bridge Dist. bonds for \$300,000 offered on 5th or for Special Road and Bridge Dist. No. 6 bonds for \$175,000 offered today." All these bonds are 6 per cent serial, maturing between 1925 and 1955.

Ga., Brunswick.—(School).—Sold to the Brunswick Bank & Trust Co. at par, less \$1600 for marketing, \$40,000 (part of \$250,000 issue) of 5 per cent \$1000 denomination 1923-1947, inclusive, Glynn County, bonds, dated Jan. 1, voted Dec. 18, 1919, and offered June 1.

Ga., Cochran.—(Light, Water, Sewer, Paving).—Sold to the Robinson-Humphrey Co. of Atlanta, it is reported, the following 5½ per cent bonds: \$15,000 light and water, \$30,000 sewer, \$12,500 paving and improvement.

Ga., Hartwell.—(School).—Election June 19 on \$4000 of 6 per cent \$1000 denomination Cedar Creek School Dist., Hart County, bonds dated Aug. 1, 1920, and maturing 1933. Address County Supt. of Schools.

Ga., Jackson.—(School).—\$35,000 school improvement bonds were voted June 1. Address The Mayor.

Ga., Soperton.—(Water-works, School).—Bids will be received any time for \$20,000 of 6 per cent \$1000 denomination 1931-1950 bonds, dated July 1, 1920, and voted June 2. Address Will Stallings, Mayor.

Ga., Talbotton.—(Road).—Voted March 31 \$50,000 of 5 per cent \$1000 denomination serial Talbot County bonds. Address H. P. Huwitt, Clerk County Comms.

Ga., Ty Ty.—(School).—\$15,000 of 5½ per cent \$1000 denomination Ty Ty Consolidated School Dist. Colquitt County bonds are being offered by Shipp & Kline, Attys., Moultrie, Ga.

La., Bossier City.—(Water-works).—Bids will be received until 8 P. M. July 6 for \$28,500 of 5 per cent \$500 denomination city bonds. Address U. W. Hutchings, Clerk of Council.

La., Logansport.—(School).—\$100,000 of Logansport School Dist. bonds have been voted. Address School Board.

La., Rayville.—(Road).—Sold to Caldwell & Co. of Nashville, Tenn., at par and accrued interest \$975,000 of 5 per cent \$1000 denomination 1-25-year serial bonds of Richland Parish, dated Feb. 1, 1920, and offered May 18. E. B. Lipscomb is Clerk Police Jury.

Md., Cumberland.—(School).—Bids will be received until 11 A. M. July 6 for \$350,000 of 5 per cent \$100, \$500 and \$1000 denomination 1936-1956 bonds of Allegany County. Address Angus Ireland, Clerk. *For particulars see Proposals Department.*

Md., Cumberland.—(Road).—Bids will be received until 11 A. M. July 6 for \$95,000 of 5 per cent bonds of Allegany County maturing serially May 1, 1921 to 1924, inclusive. Angus Ireland is Clerk County Comms. *For particulars see Proposals Department.*

Md., Hagerstown.—(School, Road).—Bids will be received until noon June 22 for \$500,000 of 5 per cent \$100, \$500 and \$1000 denomination serial bonds of Washington County, dated July 1, 1920. Address County Comms.

Md., Hagerstown.—(School).—Bids will be received until noon June 22 for \$40,000 of 5 per cent \$100, \$500 and \$1000 denomination Washington County, Hancock School, bonds, dated July 1, 1920. Address County Commissioners.

Md., Millington.—(Water-works).—Voted May 29 \$45,000 of bonds. Address The Mayor.

Md., Rockville.—(School, Road).—Bids will be received until July 6 for \$64,000 school and \$60,000 road Montgomery County bonds. Bids will also be advertised shortly for \$82,000 road bonds for Montgomery County. Address County Comms.

Miss., Aberdeen.—(Road).—Bids received until 2 P. M. June 8 for \$50,000 of not exceeding 6 per cent \$500 denomination bonds of Suprvs.' Dist. No. 5, Monroe County, dated July 1, 1920. Address Joe T. Morgan, Clk. Board of Suprvs.

Miss., Grenada.—(Road).—Voted June 2 \$300,000 of Grenada County bonds. Address County Suprvs.

Miss., Hazelhurst.—(School).—Bids will be opened June 15 for \$30,000 of bonds. Address The Mayor.

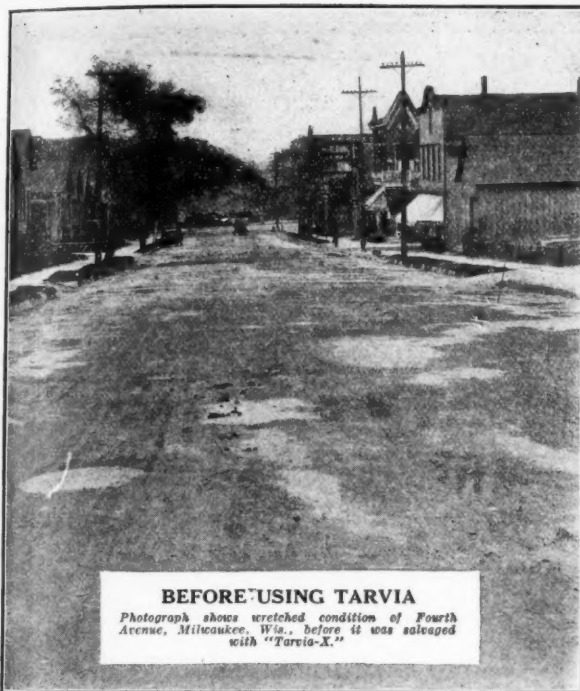
Miss., Ripley.—(Streets).—Voted June 2 \$10,000 of bonds. Address The Mayor.

Mo., Springfield.—(School).—Bids will be received until June 15 for \$600,000 of 5 per cent 11-12-year optional bonds. Address Edgar J. Hoffman, Secy. Board of Education.

N. C., Aberdeen.—(Water, Sewer).—Sold to the Page Trust Co., of Aberdeen, at par and

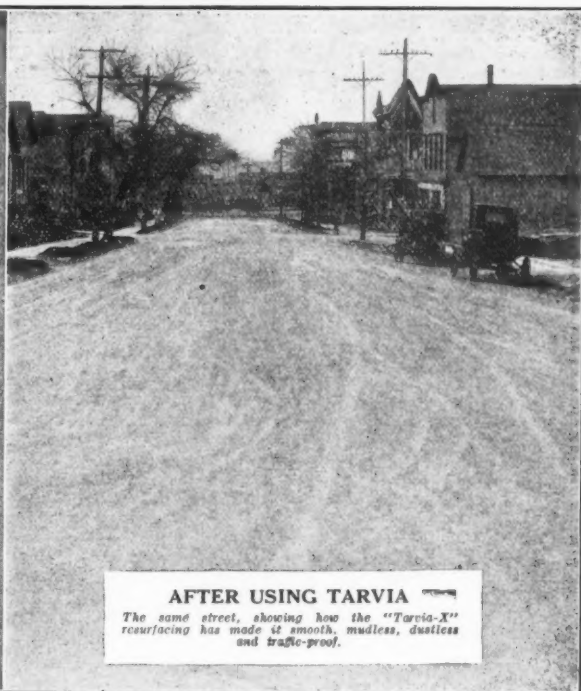
(Continued on page 142.)

In writing to parties mentioned in this department, it will be of advantage to all concerned if the *Manufacturers Record* is mentioned.



BEFORE USING TARVIA

Photograph shows wretched condition of Fourth Avenue, Milwaukee, Wis., before it was salvaged with "Tarvia-X."



AFTER USING TARVIA

The same street, showing how the "Tarvia-X" resurfacing has made it smooth, mudless, dustless and traffic-proof.

To Get Good Roads—Cheaply—Quickly— Save the Roads You Have!

MILES and miles of good gravel and macadam roads throughout the country can be restored to meet modern traffic requirements. The way to do this is to utilize the existing road as a foundation for a traffic-proof Tarvia top. And where crushed stone or slag is available, the community so favored not only can save its roads, but *save* considerable money in the bargain.

Many progressive communities recognize this fact, and are carrying out an extended *road salvage program*, rather than build new roads at present exorbitant prices.

For example, the City of Milwaukee has

in this way transformed 1,700,000 square yards of water-bound macadam into splendid modern streets to the complete satisfaction of both the city authorities and the traveling public.

Whether you require a good binder for new construction, a dust-preventive, a patching or maintenance material, Tarvia, in its various grades, provides an economical and satisfactory solution.

Tarvia Roads are durable, dustless and mudless. They are also waterproof and frostproof, and require a minimum of upkeep expense.

Illustrated Booklet, telling about the various Tarvia treatments, free on request.

Special Service Department

This company has a corps of trained engineers and chemists who have given years of study to modern road problems. The advice of these men may be had for the asking by anyone interested. If you will write to the nearest office regarding road problems and conditions in your vicinity, the matter will be given prompt attention.

Tarvia

Preserves Roads—Prevents Dust

THE BARRETT COMPANY, Limited,

New York
Cincinnati
Minneapolis
Atlanta
Lebanon

Chicago
Pittsburgh
Dallas
Duluth
Youngstown

Philadelphia
Detroit
Nashville
Salt Lake City
Milwaukee
Toronto

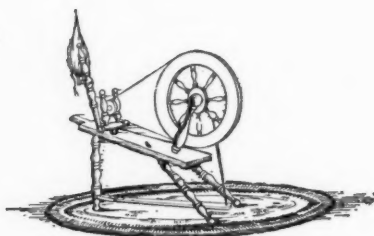
The *Barrett* Company
Toledo Columbus Richmond Lachine
Winnipeg Vancouver St. John, N.B.

Boston
New Orleans
Syracuse
Bangor
Elizabeth

St. Louis
Birmingham
Seattle
Washington
Buffalo
Halifax, N.S.

Cleveland
Kansas City
Peoria
Johnstown
Baltimore
Sydney, N.S.

*Cotton yarns
bought, sold
and exported*



Selling service plus

The financial standing—the age, experience and equipment of the D'Olier organization is such that it is fully able to carry through any obligation it undertakes.

When you sell your yarn through D'Olier, it is sold. Provided your yarn is equal to your average quality, there is no possibility of cancellation or financial worry on your part.

And D'Olier Service adds nothing to your selling cost.

Booklet "What D'Olier Service Means to the Spinner" sent to spinners on request.

FRANKLIN
D'OLIER
& COMPANY
COTTON YARNS

NEW YORK
395 Broadway

PHILADELPHIA
3d and Chestnut Streets

To the Producer, Dealer, Banker, Manufacturer and User of Cotton and Cotton Goods

There is now pending in the Agricultural Committee of the Senate this Bill:

"That Subdivision 3 of Section 5 of the United States Cotton Futures Act, approved August 11, 1916, be amended by adding at the end thereof the following:

"Provided, That in the case of contracts made thirty days after the enactment of this amendatory Act, in which the parties have not specified the basis grade, at least one-half of each lot of cotton tendered for delivery under such contract shall be of standard grade of middling or above and each hundred-bale lot tendered for delivery under such contract shall consist of not more than four different standard grades and not less than 25 bales of each such grade."

This Bill was offered in the Senate and referred to the Agricultural Committee and is intended as an Amendment to the Smith-Lever Bill, and the entire purpose is to stabilize the futures cotton contract prices on spot cotton, having the Exchange quotations index true commercial prices.

The original Comer Amendment trying to accomplish the same purposes was passed in the Senate and defeated in the House; defeated because of the instant adverse propaganda gotten out by the Cotton Exchanges misdirecting the intent of the proposed Amendment, particularly that it would have a bad effect on off-grade cotton; that it was a spinner's contract and would enable the spinner to demand and secure all the high-grade cotton in the market; would disorganize and eventually destroy the cotton futures contract business.

Full discussion of the question was made by me in the Congressional Record March 25, 30, April 1, 3, 17, 29, 30, May 8 and 12, and every interested party should read it. Attention is particularly called to the discussions on April 17 and May 12, copies of which will be mailed upon request to me at Washington, D. C.

The Cotton Exchanges are in no sense of the word a clearing-house for cotton; less than 10,000 bales were delivered through the New York Exchange last season and less than 25,000 bales through the New Orleans Exchange; millions of bales of futures were sold in both markets. The Exchange is intended to index the price and furnish a reliable hedge for operators on the Exchange market, buying and selling, and the more truly the Exchange price represents the spot price, the more beneficial it is to every legitimate interest.

Oscillating prices on the Exchanges, used for years to depress cotton values, are accomplished by assembling from the tenderable grades such an arrangement as will least suit the buyer and at differences in value factitious, slow and uncertain of adjustment, productive of an uncertain and unreliable price, making of the Exchange market a gambling condition.

The multiplied interests in cotton, involving millions of dollars and millions of people, deserve a better fate than to have its value so shuttlecocked around.

The power within the law to destroy or even to divert temporarily the usufruct of the law of supply and demand is injurious to every legitimate business.

Cotton is bought or sold on the Exchange for two distinct purposes, with distinct sets of interests. The producer, the dealer, the manufacturer, buy and sell as a hedge to insure the safe conduct of their business; the gambling interests operate on the Exchanges for the purpose of making money out of variations in price. The more stabilized the price, the nearer it conforms to spot middling, the greater the benefit to the business class; the less stabilized the price, the more it can be factitiously changed, the greater the interest of the gambler.

The producer and the manufacturer are the only ones that give value; the dealer is a convenience, the gamblers add nothing

of value, do not increase the supply a bale, do not decrease the supply a bale, and are useless in giving an index as to what the value is and will be. If this knowledge comes from correct data and skilled prognostics, from natural and demand conditions, correctly judging same, then it is useful; when it comes from any false, factitious combinations, exercising an unnatural influence, an ephemeral influence, then it is bad.

The Exchange creates no value, and when it does not truly index value when the prices are manipulated, then the farmer, dealer and manufacturer are the sufferers. The spinner is the one consumer of cotton; it is his purchases which make the demand. The farmer is the one producer of cotton; it is his production which makes the supply. These two interests meet on the broad field of supply and demand, and if you add to this consumption, then you have the only interest which can add to or take away value; and if within the law any business assumes to accomplish value, making a fiat price, that business becomes dangerous to the interests connected with legitimate cotton handling. Whenever anything attempts to make or assumes to make a fiat price, it is dangerous.

The Exchanges' constant assertion that the power to tender low grades through the Exchanges increases the value of these low grades and brings them into enforced use, and their method of dangling this lure before the eyes of the low grade holders and their representatives in Congress, exactly as a phantom minnow is trolled, is an admission of the power and ability to manipulate the market in disregard of the value fixed by supply and demand, and the energy with which they prosecute this assertion evidences their ultimate desire to retain the control now in their hands for a selfish advantage. The argument is absolutely false and is the camouflage with which they are concealing the devices for ambuscading the unwary.

If the exchanges had the power to increase the price of low-grade cotton, then they would have the power, which we would accentuate by law, to make a value, and if they could make a value, then they could increase it or decrease it at will, because the power to create carries the power to change.

The Exchanges admit that if the proposed Bill is passed, the price of futures contract would advance, and this is true; the contract should advance to a parity of spot-cotton value, and the very extent that the new delivery of one-half middling and above will approximate to the value of spot cotton, to that extent will the contract price be stabilized on the commercial price of cotton, and if accomplished, would redound to every business interest.

The claim that the Bill would hurt cotton as a banking proposition, in other words, injure the credit of it, is not true. On the contrary, to the very extent that it increases the stability of the contract to the spot market, to that very extent will be increased its value as a banking asset. To the full extent those interested can day by day take up the contract quotations—a contract quotation which is stabilized with the market and is not subject to the vagaries made by a factitious market, to that very extent will cotton as collateral be more desirable. Any business man prefers a supply and demand price back of his collateral rather than a factitious price by a coterie of interested gamblers.

The legislation proposed has been endorsed by the Commissioners of Agriculture of Alabama, Georgia, Florida, South Carolina and Texas; by the President of the National Farmers' Union; the State Presidents of the Farmers' Union of Texas, Alabama and Georgia; the American Cotton Association; the Alabama Bankers' Convention at Mobile; and numerous other organizations, dealers, merchants and farmers. In fact, where the question is understood and uninfluenced by Exchange interests, the demand for the legislation is positive and emphatic.

Business Men, Dealers, Bankers, Manufacturers, Farmers, Users and Consumers of Cotton, this Bill is in your interest and is to maintain your interest. See that your representatives in Congress understand the point of view of your interest and have this Bill enacted into law. It is directed to protect every legitimate interest in cotton, but unless you are active, every species of camouflage and every form of subterfuge that the Exchanges can get out will be made to defeat its passage.

B. B. COMER.

U. S. Senate, Washington, D. C.
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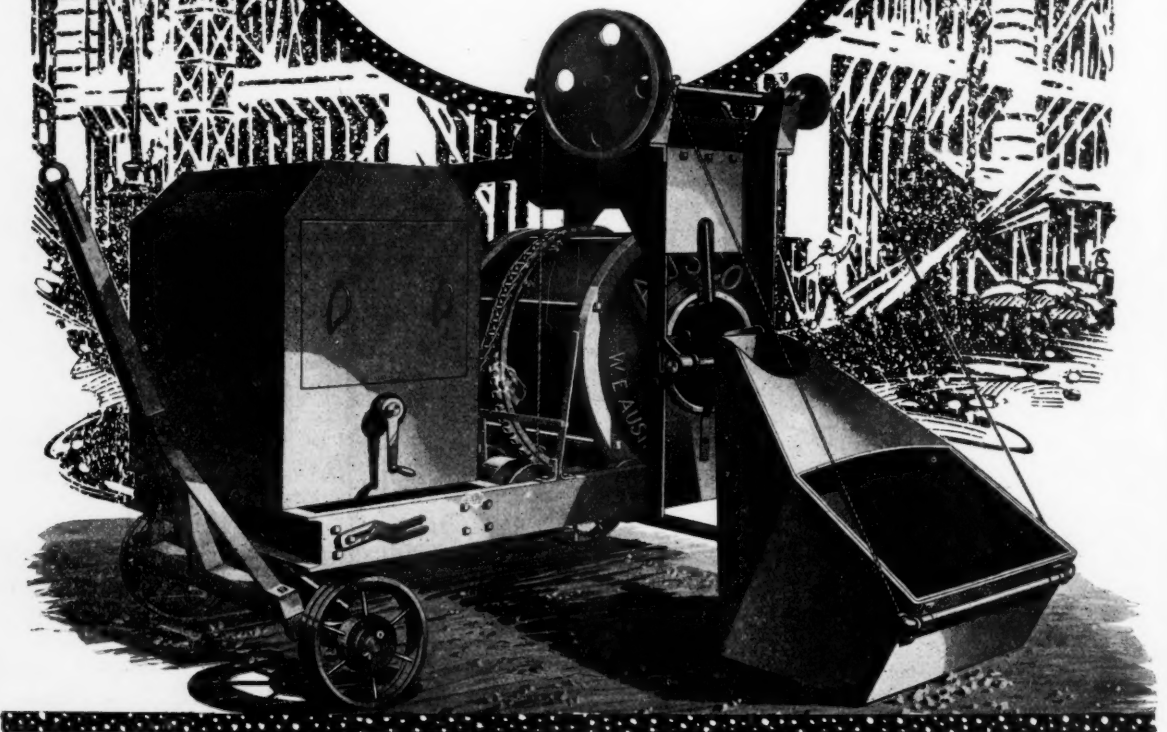
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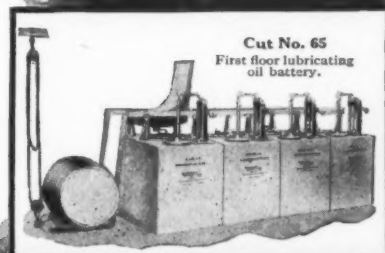
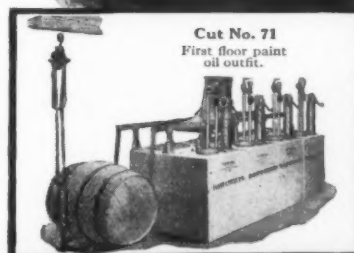
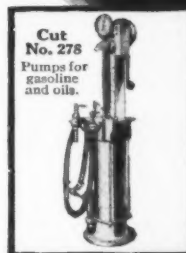
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accrued interest, \$73,000 of 6 per cent \$1000 denomination 2-40-year serial bonds, voted Dec. 30, 1919, dated Jan. 1, 1920, and offered April 15. J. Talbot Johnston is Mayor and J. L. Rhyne, Town Clerk.

N. C., Belhaven—(Water-works, Sewer).—Jno. R. Proctor, Inc., of New Jersey, bid for work and offered to accept the \$120,000 of 6 per cent \$1000 denomination bonds for sale May 28 as follows: \$60,000 water and \$60,000 sewer. Bid not accepted. D. S. Smith is Town Clk.

N. C., Charlotte—(School).—\$80,000 of bonds of Beech Cliff, Hopewell and Abernathy School Dist., in Long Creek Township, Mecklenburg County, have been voted. Derita Dist. defeated a proposed bond issue. Address County School Board.

N. C., Franklinton—(Water, Sewer).—All bids were rejected for the \$120,000 of not exceeding 6 per cent 24-year average bonds offered May 28. Address Geo. L. Cooke, Town Clerk.

N. C., Raleigh—(School).—Bids will be received until noon July 5 for \$20,000 of 6 per cent \$1000 denomination 20-year bonds of Cary High School Dist., Wake County. Address Supt. J. C. Lockhart.

N. C., Raleigh—(Improvement).—Bids will be received until noon June 15 for \$500,000 of not exceeding 4 per cent State of North Carolina bonds, dated July 1, 1920. Address B. R. Lacy, State Treasurer. *For particulars see Proposals Department.*

N. C., Youngsville—(Electric Light).—No bids were received for the \$20,000 of 6 per cent 20-year \$1000 denomination bonds, dated June 1 and offered May 31. Address J. R. Pearce, Mayor.

Okla., Cordell—(School).—Election May 31 on \$2000 of 5 per cent \$500 denomination 10-yr. bonds dated May 31. Address C. T. Akers, Chmn. Board of Education.

Okla., Kingfisher—(School).—Contemplated to vote school bonds in November. Address Geo. E. Moore, Clerk School Board.

Okla., Oklahoma City—(School).—The \$820,000 of 5 per cent, \$1000 denomination, 1925-1945 bonds voted Dec. 9, 1919, dated Jan. 1, 1920 and offered May 31, were not sold. Must bring par and interest. Address J. G. Stearley, Clerk Board of Education, 400 N. Walnut Ave., Oklahoma City.

Okla., Sapulpa—(Road).—Sold to the Kaufman-Smith-Emert Co. of St. Louis and the Harris Trust & Savings Bank of Chicago, jointly, \$300,000 of 5 per cent \$1000 denomination 1930-1944, inclusive, bonds of Creek County dated Oct. 1, 1920.

S. C., Greenville—(School).—No bids were received for the \$250,000 of 5 per cent \$1000 denomination 20-year bonds, dated July 1, 1920, and offered May 31. They must be sold at not less than par. George W. Sirrine is Secy. Board of Trustees.

S. C., Florence—(Road).—Election June 22 on \$450,000 of Florence County bonds. Address Florence County Highway Comms.

S. C., Florence—(Refunding).—Bids will be received until noon June 22 for \$25,000 of 6 per cent 30-year bonds. Address W. H. Malloy, City Clk.

S. C., Seneca—(Water-works, Sewer).—Bids will be received until noon July 7 for \$117,000 of 5 per cent 20-40-year bonds as follows: \$86,000 water-works and \$31,000 sewer. Address Dr. W. F. Austin, Chmn. Board Public Works. *For particulars see Proposals Department.*

Tenn., Clarksville—(School).—At the election May 29 \$225,000 of 6 per cent, \$1000 denomination, 10-30-year optional bonds, dated July 1, 1920, were defeated. W. E. Beach is Mayor.

Tenn., Dyersburg—(Road).—Bids will be received until 1 P. M. June 19 for \$270,000 of 6 per cent, 12½-year average Dyer County bonds. Address W. A. Fowler, County Judge.

Tenn., Johnson City—(School).—No bids were received for the \$150,000 of 5 per cent \$500 denomination 11-30-year serial bonds, dated May 1, voted Mch. 25 and offered May 31. R. C. Warren is City Treas.

Tenn., Memphis—(School).—No bids that could be legally accepted were received for the \$250,000 of 5½ per cent \$1000 denomination bonds offered June 1. G. W. Garner is Secy. Board of Education.

Tenn., Murfreesboro—(Road).—Sold to C. W. McNear & Co. of Chicago at par and \$30 premium \$200,000 of 6 per cent, \$1000 denomination, 30-year Rutherford County bonds, dated July 1, 1920, and offered June 1, 1920.

Tex., Amarillo—(School).—Voted June 5 \$20,000 of 5 per cent 20-year \$1000 denomination bonds of Amarillo Independent School Dist., Potter County. Address E. S. Blasdel, Prest. School Board.

Tex., Arlington—(Water, Sewer).—\$120,000 of 6 per cent \$500 denomination 20-yr. serial time warrants dated May 1, 1920, are being offered by the City Comms. Address W. H. Rose, Mayor.

Tex., Big Springs—(Road).—Election June 26 on \$300,000 of Howard County bonds. Address County Comms.

Tex., Canadian—(Hospital, Road).—The following bonds of Hemphill County are being offered for sale: \$70,000 of 5½ per cent serial hospital bonds, dated June 15; \$70,000 5 per cent 5-30-year road bonds. Address W. D. Fisher, County Judge.

Tex., Cisco—(Water-works).—\$500,000 of 6 per cent serial bonds have been approved by the Attorney-General. Address The Mayor.

Tex., Houston—(School).—Contemplated to call an election on bonds. Address P. W. Horn, Supt. of Education.

Tex., Houston—(Drainage).—County Commissioners of Harris County have decided to call election on \$240,000 bond issue for Drainage Dist. No. 8.

Tex., McKinney—(Road).—Election June 28 on \$60,000 of Murphy Dist., Collin County, bonds. Address County Comms.

Tex., Midland—(Road).—\$125,000 bonds of Midland County reported voted at a recent election. Address County Comms.

Tex., Wichita Falls—(Paving, Sewer).—The city will offer for sale to citizens an issue of \$1,250,000 of 6 per cent \$100 denomination bonds instead of in the bond market. Address The Mayor.

Va., Norfolk—(School).—No bids were received for the \$100,000 of 5 per cent 20-year bonds of Butts Road and Pleasant Grove Dist., of Norfolk County, offered May 29. Address County School Board, Chamberlain Bldg., Norfolk.

Va., Portsmouth—(School).—No bids were received, it is reported, for the \$300,000 of 5 per cent 20-yr. Tanners Creek School Dist., Norfolk County, bonds offered May 26. Address V. W. Emory, City Clk.

Va., Winchester—(Water, Street).—City Council has voted to hold an election in July on \$100,000 water-works improvement and \$75,000 street bonds. Address The Mayor.

W. Va., Beckley—(Road).—Bids will be received until noon June 28 for \$147,000 of 5 per cent 30-year \$500 denomination Raleigh County bonds. Address Jackson Smith, Clerk County Court.

W. Va., Clarksburg—(Road).—Election July 6 on \$4,000,000 of Harrison County bonds. Address County Court.

W. Va., Grafton—(School).—\$49,000 bonds of Flemington Dist., Taylor County, were defeated at election May 22.

W. Va., Morgantown—(Road).—\$325,000 of Grant Dist., Monongalia County, bonds have been approved by the Attorney-General. Address County Comms.

W. Va., Moorefield—(High School).—Capon District of Hardy County is reported to have voted in approval of a bond issue. Address County School Board.

W. Va., Princeton—(School).—Voted May 25 \$200,000 of 5½ per cent \$500 denomination bonds of Rock School District, Mercer County, dated July 1, 1920. J. C. Burton is Prest. Board of Education.

W. Va., Wellsburg—(School).—\$225,000 of Cross Creek Dist., Brooke County, bonds have been approved by the Attorney-General. Address County Board of Education.

Financial Notes.

Planters National Bank, Saluda, S. C., increased capital from \$30,000 to \$100,000.

First National Bank, Corning, Ark., increased capital from \$31,000 to \$50,000.

Ashland National Bank, Ashland, Ky., increased capital from \$105,000 to \$890,000.

First National Bank, Bristol, Tenn., increased capital from \$150,000 to \$250,000.

First National Bank, Mabank, Tex., increased capital from \$25,000 to \$50,000.

First National Bank, Itta Bena, Miss., increased capital from \$50,000 to \$100,000.

Bessemer National Bank, Bessemer, Ala., changed name to First National Bank in Bessemer.

Bank of Woodruff, Woodruff, S. C., will increase capital stock from \$50,000 to \$100,000.

First National Bank of Miami, Fla., will increase capital stock from \$150,000 to \$300,000. Stockholders meet in July.

People's Building and Loan Assn. of Gaffney, S. C., will increase capital stock from \$250,000 to \$1,000,000. R. S. Lipscomb is Secy.

Five per cent interest on savings deposits has been announced by several of the banks in Charleston, S. C. They have been paying 4 per cent.

Mrs. Marian N. O'Brien has been elected president of the First Bank of Moore Haven, Fla., to succeed B. F. Welles, resigned. Mrs. O'Brien has been a member of the board of directors for some time and also Mayor of the town.

Citizens' Bank of Fort Valley, Ga., has increased capital stock from \$50,000 to \$100,000.

Guardian Trust Co., Houston, Tex., has increased capital stock from \$200,000 to \$300,000.

State bank and trust companies in Maryland as of May 4 show total resources of \$266,209,219, increase \$17,839,294, as compared with the next previous call; deposits \$207,109,485, increase \$18,495,643. Texas State banks and trust companies showed on the same date total resources \$412,273,845. Deposits totaled \$323,250,253.

The Investment Bankers' Association of Texas has been organized with J. E. Jarratt of San Antonio, Prest.; J. B. Oldham of Dallas and J. T. Bowman of Austin, V.-Ps., and Sanders R. Fuller of Austin, Secy.-Treas. The board of governors includes Messrs. Jarratt, Oldham and Bowman, besides H. A. Wroe of Austin, W. G. Breg of Dallas, DeWitt C. Dunn of Houston and H. P. Drought of San Antonio. The association will encourage residents of Texas to invest in their own securities, especially road and other public-improvement bonds.

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